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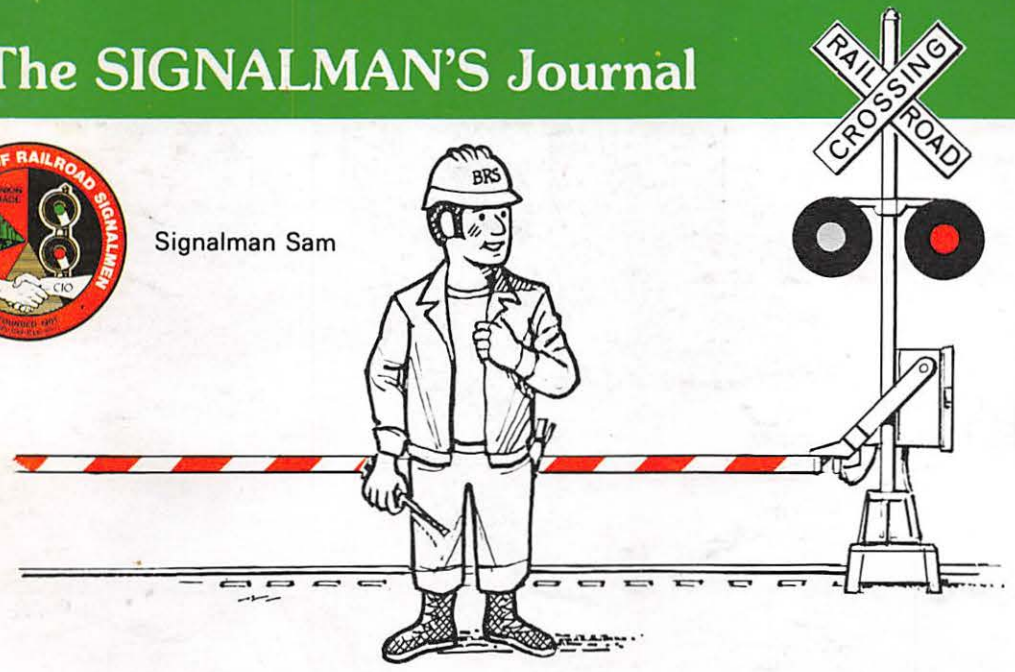
The SIGNALMAN'S Journal



Signalman Sam

Deaths fall at rail-highway grade crossings

January-February 1981

At last a portable grinder you can handle.

Leave it to Safetran to come up with a Signal and Maintenance of Way all purpose portable grinder you can handle. Safetrans XL Grinder features a lightweight, Homelite 1.6 cubic inch gasoline engine. It's dependable and constructed for heavy duty jobs at any job site, yet weighs only 16 pounds.

The pistol grip and wrap-around handle provide the operator with excellent control. The shoulder strap also assists in control and ease of handling.

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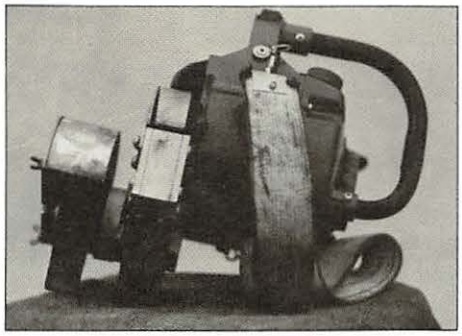
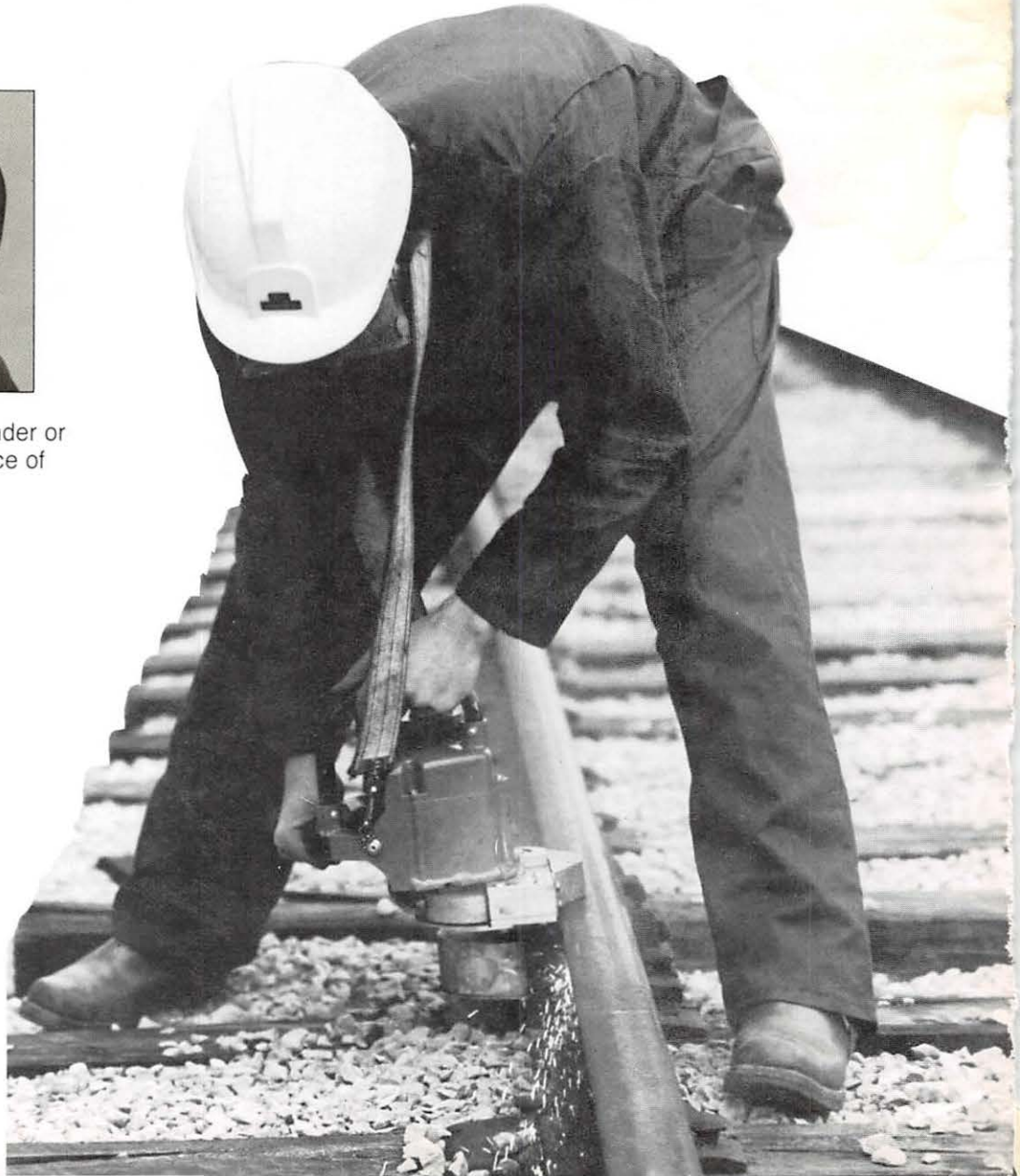


For more information on the XL Grinder or other Safetran Signal or Maintenance of Way equipment, call or write:



Safetran Systems Corporation

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The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

1 **Volume 62 Number 1** **January-February 1981**

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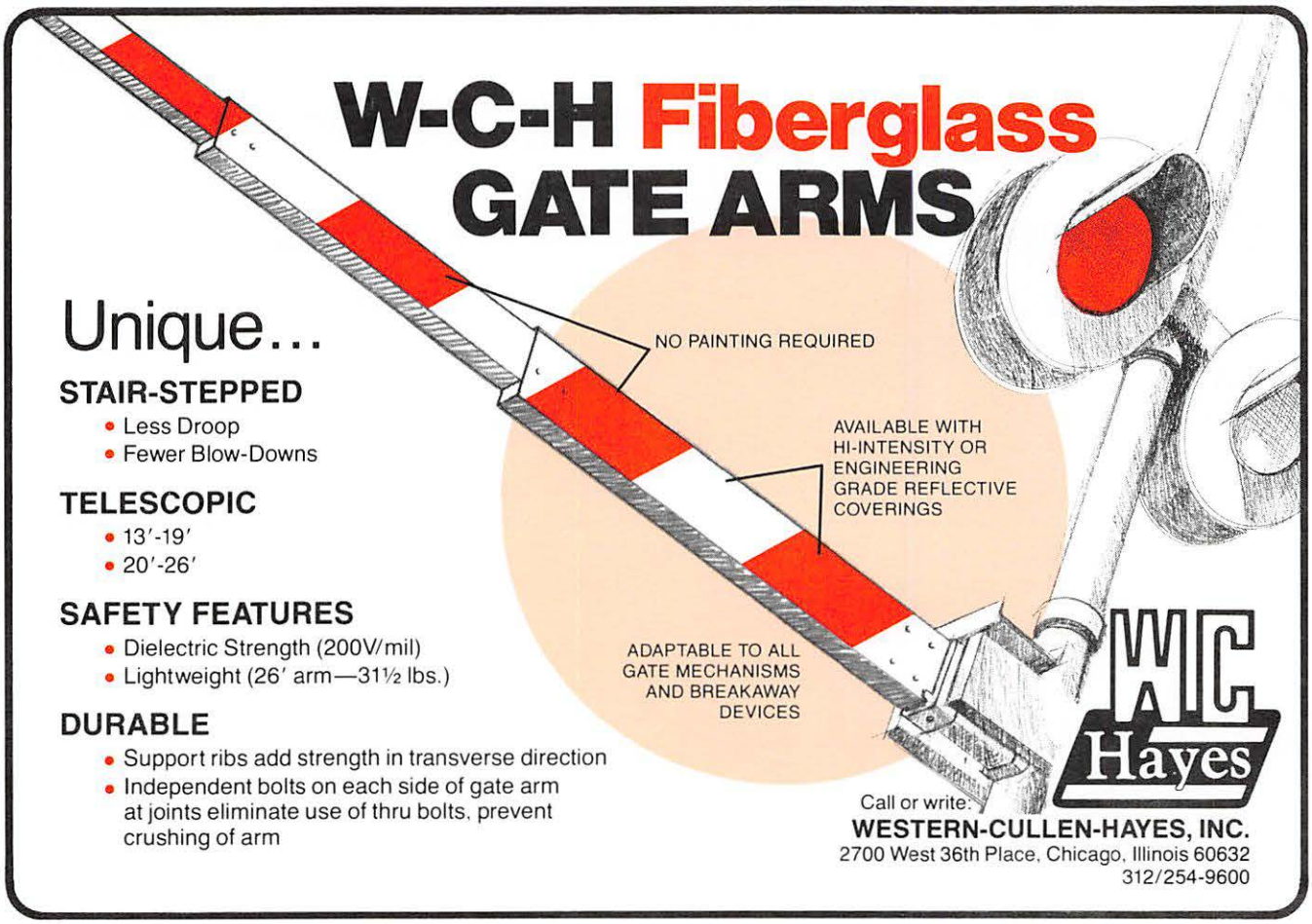
Cover: Rail-highway crossing in Arlington Heights, IL at Arthur Avenue and Chicago & North Western involves interconnection of crossing warning devices and street traffic signals.

American labor will celebrate 100 years

A centennial theme for American labor's 100th year is the role of labor in American society and to point to the progress that can be made. Active participants will be the nation's unions. Taking a leading role will be the AFL-CIO. Lane Kirkland, president, AFL-CIO, set the goals of this year's centennial of American labor, in the following statement:

In 1981, American labor will celebrate its centennial. The AFL-CIO plans a year-long series of activities to mark this important event.

It is fitting that we take every opportunity throughout this centennial year to call public attention to labor's unique role in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Bates' Commentary

As we begin another year, it has become customary to pause for a time and reflect on the past year and contemplate what the new year may hold in store for us.

During 1980 we saw two major railroads collapse completely. One was liquidated and the other reduced to almost half of its former size. We continue to expend every possible effort to provide employment and displacement benefits for our members affected by these tragedies. We also face the challenge of expending every effort possible to prevent other injustices such as the Rock Island and Milwaukee from reoccuring.

In 1980 the railroads received a big boost by deregulation. It remains to be seen whether they will take advantage of the change in law to generate more business through increased service to the shipper.

During 1980 we witnessed the most dramatic change in political philosophy during my lifetime. Though I am apprehensive about this new attitude, certainly I am no less willing than anyone else to give it a chance to prove itself in one fashion or another.

1981 will bring many challenges to each of us, and to each of our Locals, General Committees and of course to Grand Lodge.

The moratorium in our national agreement prohibits changes before April 1, 1981 and the serving of notices prior to January 1, 1981. Elsewhere in this issue of the Journal we have printed the notice served on all the nations railroads by our General Chairmen on January 2, 1981.

We do not anticipate that negotiations of this notice will be easy, as that would be in direct contravention of any experience we have had in past national bargaining. However, we are convinced that our demands are just and must be addressed and dealt with.

With the continued support of our members, Local Lodges and General Committees I am convinced we can all look forward to a better 1981.

Tom Bates

strengthening contemporary American society. Too often, our role has been misunderstood, our goals misinterpreted, and our accomplishments ignored.

We hope that people in the political and legislative processes, in the academic community, in industry and commerce and agriculture, in cultural activities and the professions and the arts, will all join with the men and women of our unions in commemorating this centenary of American labor.

The AFL-CIO's theme for our centennial celebration is built on the themes of "achievement" and "challenge"—pride in our past gains, coupled with the recognition that it will require even greater commitment, energy and vision to advance labor's cause in the years ahead.

It is our hope and intent to focus attention on the idealism, the struggles and victories of American labor in the past hundred years — but that is not our sole purpose. Of equal importance is the need to prepare to deal adequately and forcefully with the challenge of the future. Such preparation will be the best testimonial we can render to the courageous men and women whose sacrifices made possible the development of our labor movement.

Past leaders built for the future. So must we. Samuel Gompers, William Green, Philip Murray, Walter Reuther and Georgee Meany knew the struggle for union goals had no foreseeable terminal point. They knew that each generation of trade union people must build on the heritage of the past while resisting the temptation to follow the easy path of merely repeating old dogma.

During the centennial year of 1981, we shall rededicate ourselves to the sound principle of harnessing democratic tradition and trade union heritage with the necessity of reaching out for new and better ways to serve all working people and the entire nation.

Our centennial activities will be launched in January, and will continue throughout 1981. They will conclude with a fitting celebration during the AFL-CIO's 14th Constitutional Convention in New York in November.

The task of carrying out the AFL-CIO centennial is not an assignment for any one person or small group of persons. It will require the willing cooperation of every sector of the AFL-CIO. That is why, as our program develops, we plan to discuss different activities and consult with many of you.

We will be calling upon our international union affiliates, our state and local central bodies, our departments and our staff in the headquarters and in the field to take a personal interest in making the AFL-CIO centennial the success it deserves to be. Together, I am confident, we shall succeed.

Cotton Belt rehab seeks signalmen

St. Louis Southwestern (Cotton Belt), which is part of the Southern Pacific System, will be hiring about 175 signal employees in connection with a rehabilitation project taking place on the line it acquired from the former Chicago, Rock Island & Pacific between Topeka, KS and Tucumcari, NM.

The rehabilitation project is scheduled to begin on April 1, 1981 and will continue until completion.

Positions will be available in the classifications of foreman, lead signalman, signalman and assistant signalman. They will be headquartered at various locations in Kansas and Texas.

Anyone interested in additional information or in filing an application for employment with the St. Louis Southwestern Railway Co. should send questions and applications to: **Manager of Employment, Southern Pacific Transportation Co., 907 Franklin Avenue, Houston, TX 77002. Telephone: 713-223-6336.**

D&H plans to upgrade signals

Delaware & Hudson has applied to the Federal Railroad Administration to sell redeemable preference shares to upgrade some 500 miles of mainline. Of the $115.5 million sought, D&H plans to spend $16.1 million for new and modernized signal systems.

BN plans for more ctc in '81

As part of its capital budget for roadway improvements in 1981, Burlington Northern announced that it plans to install 167 miles of line with centralized traffic control.

ICC gets plan for N&W-SOU

On December 4, 1980, Norfolk & Western and Southern Railway formally asked the Interstate Commerce Commission to let them consolidate under common ownership and control. The new entity will be known as NWS Enterprises, Inc.

NWS will comprise the 7,900-mile N&W and the 10,200-mile SOU into one system serving 21 states and employing about 46,000 people. NWS will own all common stock of both railroads. Day-to-day operations will continue to be directed by the officers of the separate railroads.

Approval of consolidation and

(Please turn to page 13)

Sending control signals over pole lines is like running trains on steam.

Advanced electronic technology has revolutionized every industry in the United States in recent years. The railroad industry is no exception.

In 1980, ELECTRO CODE from EPC keeps you on the track. Leader of the electronics revolution in the railroad industry is Electro Pneumatic Corporation. By applying state-of-the-art electronic technology to traditional railroad systems, we have helped bring railroad safety, economy, reliability and effectiveness squarely into the late twentieth century.

The perfect example of Electro Pneumatic's innovative leadership is ELECTRO CODE — the world's most advanced electronic signal control system.

ELECTRO CODE eliminates the problems long associated with old-fashioned pole line systems, such as line wraps, vandalism and brush growing between the signal control wires. ELECTRO CODE also replaces most of the obsolete mechanical devices used in conventional track circuits with modern low-maintenance solid-state circuits. ELECTRO CODE is warranted for a full two and one-half years, even against damage from lightning.

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Brotherhood of Railroad Signalmen

JANUARY 2, 1981

WAGE NOTICE

I. ADJUSTMENT OF LOST WAGES ACCOUNT OF COLA CAP

(a) Effective April 1, 1981, all signal employees who were covered by the Agreement of July 27, 1978, shall receive, in addition to the pay rate increases, a lump sum payment as described herein to recover COLA wages lost during the term of that Agreement:

1. All compensated hours between 1-1-79 and 6-30-79 as follows:
Straight time hours = 6¢ per hour
Overtime hours = 9¢ per hour
Double time hours = 12¢ per hour

2. All compensated hours between 7-1-79 and 12-30-79 as follows:
Straight time hours = 15¢ per hour
Overtime hours = 22.5¢ per hour
Double time hours = 30¢ per hour

3. All compensated hours between 1-1-80 and 6-30-80 as follows:
Straight time hours = 35¢ per hour
Overtime hours = 52.5¢ per hour
Double time hours = 70¢ per hour

4. All compensated hours betwen 7-1-80 and 12-30-80 as follows:
Straight time hours = 62¢ per hour
Overtime hours = 93¢ per hour
Double time hours = 124¢ per hour

5. All compensated hours between 1-1-81 and 3-31-81 as follows:
Straight time hours = 70¢ per hour
Overtime hours = 105¢ per hour
Double time hours = 140¢ per hour

II. ADJUSTMENT OF STRAIGHT TIME RATES

(a) Increase all straight time rates of pay in effect on March 31, 1981 by an amount equal to 20% effective April 1, 1981, applied so as to give effect to this increase in pay irrespective of the method of payment.

(b) Increase all straight time rates of pay in effect on December 31, 1981, by an amount equal to 14% effective January 1, 1982, applied so as to give effect to this increase in pay irrespective of the method of payment.

(c) Increase all straight time rates of pay in effect on December 31, 1982, by an amount equal to 12% effective January 1, 1983, applied so as to give effect to this increase in pay irrespective of the method of payment.

III. COST-OF-LIVING

(a) Effective March 31, 1981, 100% of the cost-of-living allowance then in effect shall be rolled into basic rates for all purposes.

(b) Amend Article II of the July 27, 1978 Agreement to provide for continuing an uninterrupted cost-of-living adjustment in accordance with the formula set forth herein, eliminating the cap and with a minimal adjustment of 1¢ per hour for each .25 of 1 point by which the BLS Consumer Price Index exceeds such index for respective designated months. Effective at the completion of each three month adjustment period, the full amount of the cost-of-living allowance then payable will be incorporated into basic rates of pay for all purposes. The first adjustment shall be effective on July 1, 1981, and on the first day of each third month thereafter according to the formula set forth below:

Measurement Periods

Base Month	Measurement Month	Effective Date of Adjustment
1	2	3
1-1-81	4-1-81	7-1-81
4-1-81	7-1-81	10-1-81
7-1-81	10-1-81	1-1-82
10-1-81	1-1-82	4-1-82
1-1-82	4-1-82	7-1-82
4-1-82	7-1-82	10-1-82
7-1-82	10-1-82	1-1-83
10-1-82	1-1-83	4-1-83
1-1-83	4-1-83	7-1-83
4-1-83	7-1-83	10-1-83
7-1-83	10-1-83	1-1-84

(c) Cost-of-living adjustment referred to in (b) above shall be determined from the "Consumer Price Index — United States city average for urban wage earners and clerical workers — All Items — Unadjusted (CPI-W) (1967 = 100) revised," as published by the Bureau of Labor Statistics, U.S. Department of Labor.

(d) The cost-of-living allowance will apply to straight time, overtime, vacations, and holidays, special allowances and arbitraries, merger employee protection and earning guarantees in the same manner as basic wage adjustments have been applied in the past.

serves Section 6 Notice on railroads

IV. LONGEVITY PAY

Effective April 1, 1981, employees covered by this agreement shall receive longevity adjustments of 5¢ per hour for each year of continuous employment relationship in any capacity whatsoever with the Carrier, including service as an employee or representative of the organization. Such adjustment shall be added to the basic rate of the position worked by the employee or to his protected rate, whichever applicable. Thereafter, such adjustments shall be made on the anniversary date of the beginning of such employee's date of last continuous employment relationship.

V. INTEREST OF RETROACTIVE PAY INCREASES

The first wage increases provided for in this notice shall be effective April 1, 1981 and should an agreement not be reached by that date, interest on the retroactive pay increases shall be paid at the rate of 10% per month until actually paid.

FRINGE BENEFIT NOTICE

I. PERSONAL LEAVE DAYS

Establish a rule effective April 1, 1981, to provide that employees will be paid 8 hours per day at pro rata rate for personal leave days using the following formula:

1 year service	1 personal day per year
2 - 5 years service	3 personal days per year
5 - 10 years service	4 personal days per year
10 - 15 years service	5 personal days per year
15 - 20 years service	10 personal days per year

Plus one day for each year over 20 years of service.

Personal leave days not taken during the calendar year shall, at the employees option, be paid for at the pro rata rate of pay prior to February 1, of the following year or may be accumulated.

In the event an employee requests leave on a particular date and such leave is not granted, the employee shall be paid, in addition to compensation for services performed on that day, eight hours at the punitive rate. This provision shall not serve to forfeit the requested leave day.

II. PAID HOLIDAYS

Amend the rule covering pay for holidays, as set forth in Article II of August 21, 1954 agreement, as amended, to provide that effective July 1, 1981:

(a) The following holidays shall be added to the enumerated holidays in the rule:

1. Day after Thanksgiving
2. Columbus Day

(b) Monthly rates of pay shall be adjusted by adding 16 pro rata hours to the annual compensation and this sum shall be divided by 12 to establish a new monthly rate. Each monthly rated employee shall receive a day off without reduction in monthly compensation on the enumerated holidays in this rule or, each such monthly rated employee required to work on an enumerated holiday shall be compensated therefor at 2 times the pro rata rate for a minimum of 8 hours in addition to the monthly compensation.

III. TRAVEL TIME AND TRAVEL EXPENSES

(a) Establish a rule to provide that, effective April 1, 1981, employees required to live away from home during their work week shall be furnished transportation to and from their homes by the Carrier. If transportation is not furnished by the Carrier, employees shall be reimbursed for the actual cost thereof or 45¢ per highway mile between their home and work location, whichever is greater. Employees shall not be required to use their personal automobiles. Benefits provided in Article IV of the April 21, 1969 agreement, as amended, shall be applicable in all instances where employees are making weekend trips home.

(b) Effective April 1, 1981, employees required to live away from home during their work week shall be paid at the straight time rate for traveling during regularly assigned hours. Travel time on holidays shall be paid for at one and one half times the regular rate in addition to holiday payment. Travel time on rest days or in excess of 8 hours per day shall be paid for at one and one half times the regular rate. Travel time in excess of 16 hours per day shall be paid for at twice the regular rate.

(c) Establish a rule to provide that, effective April 1, 1981, employees shall be assigned a permanent headquarters point. When employees are required to work away from their headquarters point the Carrier will provide meals and lodging or pay the actual cost of such meals and/or lodging. Reimbursement of the actual cost to employees for such meals and/or lodging shall be made semimonthly.

Lodging accommodations shall be of good quality, clean and healthful, and not more than one employee shall occupy a room. Any camp cars, highway trailers or other housing facilities shall be eliminated and will not hereafter be reestablished.

(d) The Brotherhood of Railroad Signalmen reserves the right to preserve existing rules or practices on any individual Carrier or Carriers which it considers more favorable than any rule resulting from negotiations on the foregoing proposals.

IV. INCREASE IN OVERTIME RATES AND ALLOWANCES

(a) Effective April 1, 1981, time paid for in excess of 8 hours in a calendar day or in any other 24 hour period, or in excess of 40 hours or on more than 5 days in a work week, or on rest days, holidays, or vacation days, shall be considered overtime and shall be paid for at twice the straight time rate, except that where agreements now in effect require payment at twice the straight time rate, the rate shall be increased to 3 times the straight time rate.

(b) Effective April 1, 1981, establish a rule which provides that employees notified or called to perform a service outside regular working hours will be paid a minimum allowance of 6 hours at the double time rate for each such service. Time worked in excess of 6 hours will be paid for on the actual minute basis at the double time rate.

(c) Effective April 1, 1981, establish a rule which provides that any employee who is on double or triple time rate of pay at the beginning of his regular work period on the days of the assigned work week will continue on such rate until the end of the regular work period.

(d) Monthly rated employees shall not be required to perform ordinary maintenance, construction, inspections and tests outside assigned working hours during the assigned work week and on the 6th day of the work week. When required to perform such service, monthly rated employees shall be compensated at the double time rate of pay.

(e) All emergency service in excess of hours contemplated in the monthly rate in any calendar month shall be paid for at the double time rate of pay.

(f) Monthly rated employees required to perform service outside of their classification of work rule after assigned working hours during their assigned work week, and on the 6th day of their work week, will be compensated for such service at the double time rate.

(g) A monthly or hourly rated employee shall have bulletined assigned territories and when used off his assigned territory during the assigned hours of his work week, will be allowed ½ time his hourly rate in addition to his regular straight time hourly or monthly rate for the time consumed off his assigned territory with a minimum of 4 hours for each work day so used.

(h) A monthly rated employee used off his assigned territory after assigned hours on assigned work days and on the 6th day of the work week, shall be paid at the double time rate.

V. VACATIONS

Amend the Vacation Agreement of December 17, 1941, as amended to provide that effective with the calendar year 1982:

(a) All employees covered by the agreement shall receive 2 weeks vacation after 1 year of service.

(b) All employees covered by the agreement shall receive 3 weeks vacation after 5 years of service.

(c) All employees covered by the agreement shall receive 4 weeks vacation after 10 years of service.

(d) All employees covered by the agreement shall receive 5 weeks vacation after 20 years of service.

(e) All employees covered by the agreement shall receive 6 weeks vacation after 25 years of service.

(f) All employees covered by the agreement with 25 years or more service shall receive an additional day of vacation for each year of service over 25 years.

(g) Provide that vacation periods in paragraphs (a) through (e) will be granted if employees have rendered compensated service on not less than 90 days during the preceding calendar year.

(h) Vacation relief workers will be provided and used on all signal maintenance territories during periods of vacation.

(i) Vacation relief workers will be assigned a permanent headquarters with expenses and travel time paid while away from such headquarters. Change Article 12(a) of the Vacation Agreement accordingly.

VI. BEREAVEMENT LEAVE

Change Article VIII of the National Agreement of July 27, 1978, to provide that effective April 1, 1981 an employee shall be granted 4 working days leave with pay in the event of the death of a member of the employee's immediate family, including spouse, father, mother, stepfather, stepmother, sister, brother, child, stepsister, stepbrother, stepchild, father-in-law, mother-in-law, grandchildren and grandparents of employee and spouse.

VII. ESTABLISH A MINIMUM MONTHLY RATE

Effective April 1, 1981, before making adjustments requested in Item 1, Wage Notice (Adjustment of Lost Wages Account of COLA) the rates of pay for monthly rated employees covered by this agreement shall be adjusted to eliminate substandard monthly wages, by establishing minimum monthly rates by multiplying the hours used in computing wage adjustments of each monthly rate by the adjusted minimum hourly rates with all subsequent pay increases as set forth in Article I, Section 3 of Mediation Agreement of November 16, 1971 (A-8811). All monthly rates of signal foremen, leaders, inspectors and electronic technicians to be based on the leader minimum hourly rate.

VIII. SHIFT DIFFERENTIAL PAY

Any employee who is assigned to work a shift the starting time of which is established between the hours of 2:00 pm and 6:00 am will in addition to all other compensation payable under the agreement be paid an additional 6% per hour differential for the

hours of such shift.

IX. REVISION OF FEBRUARY 7, 1965 MEDIATION AGREEMENT

The protection afforded under terms of the February 7, 1965 Mediation Agreement shall be modified to provide the following:

(a) Effective April 1, 1981, employees having an employment relationship with a Carrier for 60 calendar days or more shall be considered "protected employees."

(b) An employee's "protected rate", under this Article, will be the rate of the last position held prior to becoming eligible for benefits.

X. CHANGE OF RESIDENCE

Amend Article VIII of November 16, 1971 National Agreement to provide that employees accepting positions resulting in a change of their residence shall be subject to the benefits contained in Sections 10 and 11 of the Washington Job Protection Agreement, notwithstanding anything to the contrary contained in said provisions, except that the employee shall be granted 5 working days instead of "two working days" provided in Section 10 (a) of said Agreement; and in addition to such benefits the employee shall receive a transfer allowance of $1,000.00.

XI. LIABILITY INSURANCE

(a) Provide all inclusive liability insurance coverage for employees operating Carrier-authorized vehicles, regardless of whether the employees are or are not under pay while operating such vehicles.

(b) Provide that the employing Carrier will be completely responsible for fines, loss of wages or employment opportunities suffered as a result of punitive action taken against an employee for an occurrence while operating a Carrier-authorized vehicle.

XII. REVISION OF ARTICLE IV – APRIL 21, 1969 MEDIATION AGREEMENT Amend Article IV – Payments to Employees Injured Under Certain Circumstances to provide that:

(a) Wherever there is reference to $75,000, 150,000 and 1,000,000 such amounts shall be changed to $200,000, 400,000 and 4,000,000, respectively.

(b) Wherever there is reference to $150 per week such amount shall be changed to 80% of the injured employee's actual rate of pay.

(c) The limitation on length of time benefits are payable shall be removed so that benefits will be paid for the entire period of disability.

XIII. BULLETIN BOARDS

Establish a rule to provide that, effective April 1, 1981, the Carrier shall provide equal bulletin board space for posting union information and other information of vital interest to employees at locations where the Carrier maintains a bulletin board.

XIV OFFICIAL AND EXCEPTED POSITIONS – SENIORITY

Where an agreement, rule, regulation, interpretation, or practice, however established, exists providing that employees filling or promoted to wholly excepted or official positions may retain and continue to accumulate seniority on the district from which promoted, having their names also shown on seniority rosters in that district, it shall be amended, effective April 1, 1981, to require that such employee must either remain in good standing with the Brotherhood of Railroad Signalmen by paying necessary dues and assessments the same as if he were actively working on the position or positions for which his seniority has been preserved by the Brotherhood of Railroad Signalmen, or forfeit his seniority.

XV. COMPENSATION FOR EMPLOYEES WHO ARE SUBJECT TO CALL

Where an agreement, rule, regulation, interpretation, or practice, however established, exists requiring an employee to notify management where he can be reached after regularly scheduled working hours and hold himself available for work subject to call, it shall be amended, effective April 1, 1981, to provide that such employee will be paid 8 hours at the pro rata rate for each regular work day, and eight (8) hours at the time-and-one-half rate for each rest day or holiday that he is assigned to a position which requires him to be subject to call. These allowances are to be paid to all employees covered by the agreement irrespective of whether they are hourly, daily, weekly, or monthly rated in addition to any compensation they would receive under other rules of the agreement for working, traveling, waiting, etc.

XVI. REPRINTING OF AGREEMENTS

Effective April 1, 1981, revise and amend all existing agreements so as to provide that the Carriers party to the agreement shall in cooperation and with the approval of the General Chairman update, reprint, and distribute to its employees the schedule agreements existing between it and the Brotherhood of Railroad Signalmen every 3 years. The cost of reprinting and distribution to the employees shall be borne by the Carrier.

XVII. EMPLOYEE INFORMATION

Amend Article IV — Employee Information, of the January 29, 1975 Agreement to read as follows:

"Effective April 1, 1981, Carriers shall remit by the 15th day of each calendar month a list of those employees, covered by the Collective Bargaining Agreement, who have in the preceding calendar month been hired, transferred, terminated, furloughed, retired, resigned, promoted to official position or off duty account of sickness or injury to the General Chairman on each property and to the Secretary-Treasurer of the Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, Illinois 60056.

The list shall include the employee's name, address, social security number, employee number (if applicable), and date the employee was hired or transferred,

separated from service or returned to service and the reason therefor.

XVIII. RESERVE DUTY PAY

Establish a rule to provide that, effective April 1, 1981, an employee shall be paid actual time lost excepting allowances paid by the government, with a maximum of 8 hours' pay at the straight time rate for each day, required to serve on National Guard or Reserve duty.

XIX. EMPLOYEES SAFETY

Establish a rule, effective April 1, 1981, to provide for the safety of signal employees by assigning to each shift on each district, section or territory two or more signal employees.

XX. SAVINGS CLAUSE

The Brotherhood of Railroad Signalmen reserves the right to preserve existing rules or practices on any individual Carrier or Carriers which it considers more favorable than any rule resulting from negotiations on the foregoing proposals.

High blood pressure

People who have high blood pressure sometimes don't understand the nature of the disease or the importance of their treatment. Some common misconceptions about this chronic illness can lead patients to the wrong conclusions about their high blood pressure. If you have high blood pressure you should know the facts about it.

Patients who take their medication and follow their doctor's advice bring their high blood pressure back to the normal range. They may think that they have been cured. The truth is that the medication acts as a blood pressure regulator. The medication controls your blood pressure only as long as you continue taking it. If you stop taking your pills, your blood pressure will go up again. As long as a patient remains faithful to the treatment, high blood pressure can be easily controlled. In most cases high blood pressure has no cure. For the majority of patients, treatment must continue every day, usually for the rest of their lives.

A second misconception is that some people think that they can tell when their blood pressure is up. They think the condition produces clear-cut symptoms such as dizziness and headaches. Because of this mistaken belief, patients sometimes neglect their doctors' instructions to take their medicine every day. Instead, they take their medicine as if it were aspirin, for the relief of symptoms. The fact is, the only way to know if your blood pressure is up is to have it measured by someone specially trained to do so. High blood pressure is painless; it has no symptoms when it begins doing damage. And, the only way to treat high blood pressure is to follow treatment every day.

A third fallacy is that people think hypertension—the medical term for high blood pressure—is related to nervous tension. Staying calm and relaxed is no guarantee against having high blood pressure. Patients should take their medication every day, whether they feel nervous or relaxed.

Finally, many patients believe that their doctor has given them a choice about treating their high blood pressure. The fact is, for most patients high blood pressure therapy requires daily medication throughout the rest of the patient's life. In addition to medicine, the doctor may recommend some other changes such as cutting down on salt, losing weight, and getting more exercise to help the medicine work more effectively. These recommendations are not substitutes for medication. It is important to do everything the doctor advises.

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control was approved by the boards of directors and the stockholders of both N&W and SOU. By law, the ICC must reach a decision within 31 months.

BN-Frisco merger ok

The Burlington Northern-Frisco merger became effective December 4 when the US Supreme Court had earlier refused to deny the action upon request of Missouri-Kansas-Texas and a lower court ruling. Frisco was merged into the BN.

Richard C. Grayson, chairman of the board and president of the Frisco, has been elected president, BN transportation division, succeeding Thomas J. Lamphier, who becomes senior vice president transportation policy and analysis.

C&NW gets FRA ok for ctc project

Chicago & North Western has received approval from the Federal Railroad Administration to install centralized traffic control on its mainline (where not now in service) between Chicago, IL and East Council Bluffs, IA, about 485 miles.

FRA also permits C&NW to discontinue automatic train control between Geneva, IL and Council Bluffs, IA, 449 miles. However, the existing cab signal and automatic train control system cannot be removed until the traffic control systems is installed and operational.

FRA's Railroad Safety Board "denied the installation of the intermittent inductive automatic trainstop system in lieu of the existing automatic train control system between Chicago and Geneva, IL and denied the discontinuance of the automatic cab signals and train control system between Chicago and Geneva, IL."

Signing ceremony of a new Signalmen's agreement on the Union Pacific took place October 6, 1980. Shown here (seated left to right) are: William R. Evans, general chairman; Earl R. Myers, director labor relations; and Robert M. Brown, chief engineer, UP. Standing are P. A. Jordan (left) vice president labor relations & personnel, UP; John T. Bass, BofRS vice president; and Leonard M. Priel, local chairman.

BofRS-UP update agreement

An updated and improved agreement has been signed by the Brotherhood of Railroad Signalmen and the Union Pacific. The new agreement results from perseverance on each side and a desire by both parties to reach satisfactory settlement on key issues covering signalmen working on the UP.

Negotiating for the Brotherhood was William R. Evans, general chairman, assisted by his general committee, and John T. Bass, BofRS vice president. Robert M. Brown, chief engineer and Earl R. Myers, director labor relations, negotiated for the UP.

"The scope rule was greatly improved," reports Vice President Bass. "Testing and inspecting were included in the scope for the first time. Inspection and repair of printed circuit boards were added. Also, the appurtenances and appliances of signal systems were included in the new scope rule."

In another area of improvement, general maintainers and retarder yard maintainers will have an 8-hour tour of duty with 30 minutes at straight time rate paid for their lunch, which they will eat when possible.

The wage rate was increased 30¢ per hour for each signal maintainer, interlocking repairman, ctc maintainer, carrier maintainer and electronic technician. Also, the leading signal maintainer rate was increased 16¢ per hour. And the monthly rate rule was improved.

Allowance for camp car gang employees was increased from $33.75 to $67.25 for five days, beginning November 1, 1980. Included in the total was travel allowance that was increased from $3.45 per day to $6.00 per day.

The agreement was signed October 6, 1980 by Evans and Bass for the Signalmen, and Myers for the UP.

BofRS gets agreement with StLSW on RI line

Agreement signing took place on November 6, 1980 in Grand Lodge headquarters in Mt. Prospect, IL. The memorandum of agreement was between the St. Louis Southwestern and the Brotherhood of Railroad Signalmen. Clockwise from the left are Henry S. Gerth, general chairman, C&NW-Rock Island; Witt B. Harwell, Jr., BofRS vice president; Kenneth D. Raney, vice general chairman, StLSW; John T. Bass, BofRS vice president; K. R. Peifer, manager special projects, Southern Pacific; and C. B. Goyne, labor relations officer, SP.

The agreement was also signed by Witt B. Harwell, Jr. (left) and Kenneth D. Raney, vice general chairman, StLSW.

Signing for the BofRS is John Bass (left) and signing for SP is K. R. Peifer (center) as C. B. Goyne watches. The agreement deals with allocating seniority in filling job assignments between StLSW employees and former Rock Island employees hired by Cotton Belt to work on the rehabilitation of the Tucumcari line.

In a conference before signing, the following took part (from left to right): Goyne and Peifer of SP; Val Van Artsdalen, grand lodge representative, BofRS; Gerth, Harwell, Raney and Bass.

BofRS officer wins UofIL recognition

M. B. "Pete" Frye, vice president, Brotherhood of Railroad Signalmen, has received recognition for his teaching of the handling of minor grievances under the Railway Labor Act at the Circle Campus, Chicago, of the University of Illinois.

Brother Frye's recognition certificate reads as follows: Certificate of Participation to Melvin B. Frye in Recognition of Attendance and Accomplishment in the Instruction of Classes in Railroad Unionism offered by the Institute of Labor & Industrial Relations at Chicago, Illinois. Dated October 29, 1980. Signed by Melvin Rothbaum, director, Institute of Labor & Industrial Relations, University of Illinois at Urbana-Champaign.

Brother Frye taught classes in 1976 and in 1978.

BofLE and L&N join in training

The need for proper training of locomotive engineers is paramount. Every action of a railroad boils down to a locomotive engineer moving a train from here to there. Yet, says Edward L. McCulloch, BLE vice president and national legislative representative, there are those railroads who do not consider it necessary to provide formal training programs for the craft.

Speaking at the recent annual meeting of the National Transportation Apprenticeship & Training Conference, McCulloch said that the BLE has entered into a contract with the Federal Railroad Administration and the Louisville & Nashville to develop a training program. This venture is to be funded jointly and will consist of a review of training programs on other railroads, the development of a model training program for L&N engineers and a demonstration project to prove the effectiveness, efficiency and fuel conservation resulting from improved training procedures.

The BLE-FRA-L&N joint venture is really in three phases of which the first two are in present funding: (1) provide a short term training program for the L&N; (2) develop the best possible training program in the shortest possible time; and (3) establish an academy where computer simulation can be used for training. Such a national academy would provide a basic training and then an engineer would take additional training on the railroad he would be employed.

One of the major problems today, McCulloch said, is the lack of proper supervision and poor training handling. Another problem resulted from Presidential Emergency Board Award 282 in which 90% of the firemen (future engineers) were eliminated. The elimination of firemen apprentices created a void when older men retired, often railroads had to hire new people "off-the-street" to fill engineer positions.

Along the same lines, it is estimated that by 1985 about half of the locomotive engineers working today will be retired.

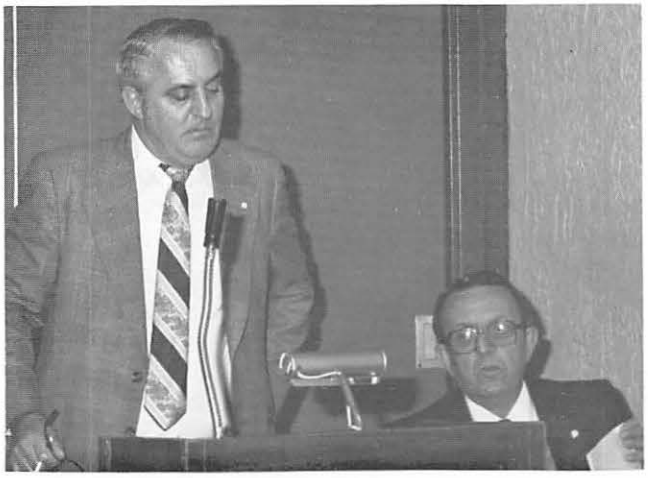
Another need in the rail industry training programs for engineers is a monitoring by the FRA and others as to the effectiveness of such training. McCulloch said that a survey of BLE members indicates that the quality of training varies widely among the railroads. Also, there are many areas of motive power operation that are almost ignored by the present training programs.

A Presidential handshake is received by John Hogan (left) Long Island general chairman, when President Carter visited New York City on October 16, 1980. Hogan is also the Brotherhood's state legislative representative.

Pinned is Henry S. Gerth (left) general chairman, C&NW-RI, with a Brotherhood pin by Witt B. Harwell, Jr., BofRS vice president. Brother Gerth received a pin commemorating 35 years of continuous membership in the Brotherhood of Railroad Signalmen.

General chairmen meet to discuss

About 60 people attended this general chairmen's meeting which was held to discuss and vote on the BofRS Section 6 Notice that is served on the nation's railroads in January (see page 8 of this issue for Notice).



Updating data on national issues, was the main topic of Tom Bates talk to the general chairmen at the November meeting. Bates (left) also discussed in detail the Section 6 Notice to be served on the nation's carriers. Following discussion, those general chairmen in attendance voted to approve the notice.

Before the general chairmen's meeting started, signalmen had an opportunity to chat and renew friendships. Standing is George Gross, SCL general chairman, talking to Charles S. Chandler (right) BofRS vice president. Seated at a table (from the left) are J. R. McDonald, B&O-B&LE-P&LE general chairman; Roy B. Flowers, L&N general chairman; and Harry B. Sykes, general chairman, Clinchfield.

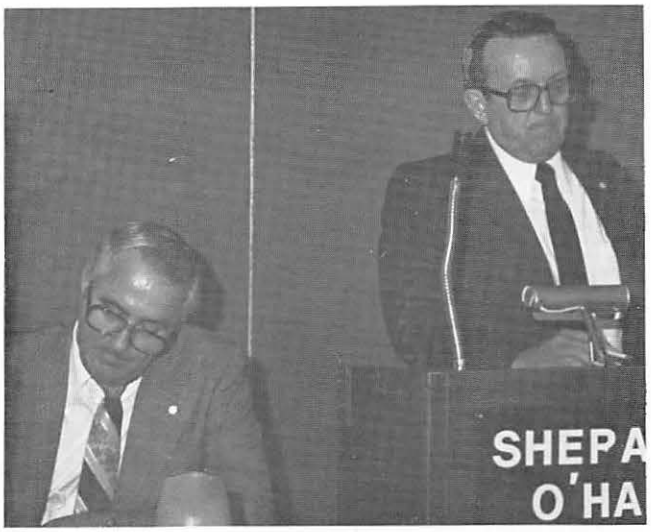
The Canadian viewpoint is expressed by Anthony G. Cunningham (right), general chairman, Canadian General Committee. Interested listeners are V. M. Speakman, Jr., (left) BofRS grand lodge representative; and Bernard E. Britcher, general chairman, United Signalmen General Committee.

Section 6 Notice

Southern viewpoint is expressed in this conversation of Roy B. Flowers (left) general chairman, L&N; Charles R. Vaught (center) SOU general chairman; and George G. Gross, SCL general chairman.

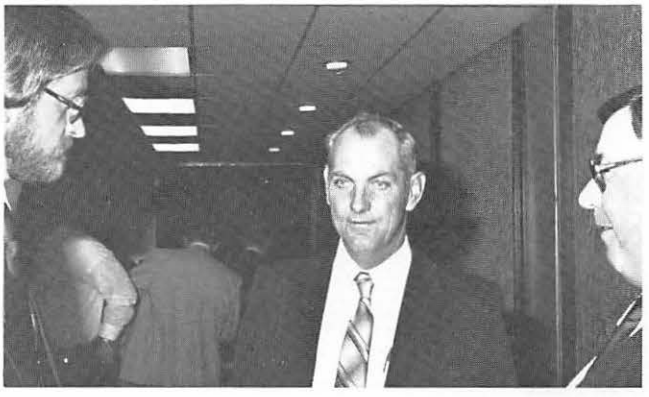
Enjoying a Speakman joke are Willis Abner (left) executive assistant general chairman, United Signalmen General Committee; and James A. Kistler (right) assistant general chairman, USGC. Speaker is Butch Speakman, BofRS grand lodge representative.

Making with the words is Morris E. Hyde (center) general chairman, C&EI-MP; as Charles R. Vaught (left) general chairman SOU-A&WP-CofG-K&IT; and Pete Frye (right) BofRS vice president, listen.



How to calculate rates of pay was one of the topics discussed in detail by W. D. Best (right) secretary-treasurer, at the general chairmen's meeting. R. T. Bates (left) BofRS president, presided.

Coffee break found two terminal company general chairmen comparing notes. Thomas Hebding (left) is general chairman, Belt Railway of Chicago, and W. R. Skiles is general chairman, Washington Terminal.



Coffee break found these three general chairmen enjoying some conversation and coffee. From the left are: David B. McCarty, T&P; Jerry A. Tennis, KCT; and William D. Corn, MP.

Texans enjoy a conversation at the general chairmen's meeting on November 14-15, 1980. David B. McCarty (left) general chairman, Texas & Pacific, talks to Witt B. Harwell, Jr., BofRS vice president.

During a break, J. R. McDonald (left) general chairman B&O-WM-SIRT-B&LE-P&LE, talks to President Bates about matters of mutual interest.

Making a point is V. Joseph Sartini (right) general chairman, N&W; with Dink Best, BofRS secretary-treasurer.

Listening to a story are Mary Ellen Hyde (center) and Herbert K. Jackson (right) general chairman, Monon. Story teller is Morris E. Hyde, C&EI general chairman.

Interested in the proceedings are these six men. In the first row from the left, are: Anthony G. Cunningham, general chairman, Canada; Richard J. Szprygada, assistant general chairman, United Signalmen General Committee; and V. Joseph Sartini, N&W general chairman. In the back row, from the left, are: Charles S. Chandler, BofRS vice president; Jerry A. Tennis, KCT general chairman; and Ignatius Panepinto, EJ&E general chairman.

Three Canadians compare notes. Roger E. McCaughan (left) is BofRS grand lodge representative. Victor Matity (center) is a member of the BofRS grand board of trustees; while Anthony G. Cunningham (right) is a general chairman and general secretary-treasurer of the Canadian General Committee.

Nation's capitol could be the topic of this conversation between W. R. Skiles (left) Washington Terminal general chairman; and W. D. Best, BofRS secretary-treasurer.

Interested in the BofRS Section 6 Notice are (from the left): Harvey H. Parker, general chairman, Northeast General Committee; Henry S. Gerth, general chairman C&NW-RI; and Charles R. Vaught, general chairman, SOU-A&WP-K&IT.

Burlington Northern general committee officers compare thoughts. William A. Class, Jr. (left) is general chairman; and Robert F. Richardson is assistant general chairman and general secretary-treasurer.

Four interested general committee officers are (from the left): James R. Riggs, senior vice general chairman, AT&SF; Richard R. Van Vacter, general chairman, AT&SF; J. L. Barton, vice general chairman, MILW; and Charles K. Highley, general chairman, TRRAStL-A&S.

L&N might be the topic of this chat between Roy B. Flowers (left) general chairman, L&N; and Herbert K. Jackson, general chairman, Monon-L&N.

Making a point is Richard R. Van Vacter (standing) AT&SF general chairman; to Donald Murphy (left) general secretary-treasurer, United Signalmen General Committee. Behind Murphy is James A. Kistler, assistant general chairman, USGC. At Van Vacter's right is William A. Radziewicz, assistant general chairman, USGC.

Four smiling attendees at the general chairmen's meeting are (from the left): William D. Corn, MP general chairman; David B. McCarty, T&P general chairman; Witt B. Harwell, Jr., BofRS vice president; and Bernard E. Britcher, general chairman, United Signalmen General Committee.

South meets North as George G. Gross (left) SCL general chairman, talks to Richard J. Szprygada, assistant general chairman, United Signalmen General Committee, ConRail. Gross is from Manchester, GA and Szprygada is from Cheektowaga, NY.

Southern and Northern viewpoints may be expressed here. Harry B. Sykes (left) is general chairman from the Clinchfield and G. L. "Sam" Bass, is general chairman, Detroit, Toledo & Ironton-D&TSL.

Frisco and North Western share views. Michael D. Dake, StL-SF general chairman chats with Henry S. Gerth (right) C&NW-RI-GB&W general chairman.

Enjoying a chat are Carl T. Heitzman (left) LV-CR general chairman; and Tony Cunningham, Canadian General Committee secretary-treasurer.

Coffee break found William R. Evans (left) UP general chairman, talking to William A. Class, Jr., BN general chairman.

Swapping stories at a break are (left to right): Bill Corn, MP general chairman; Witt Harwell, BofRS vice president; Bill Evans, UP general chairman; John Bass, BofRS vice president; and Dick Van Vacter, AT&SF general chairman.

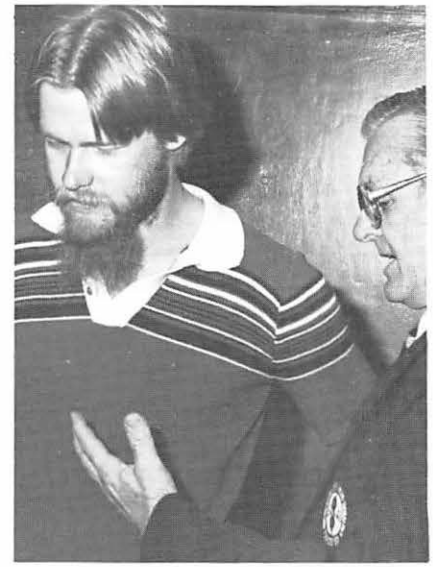
Midwesterners chat during a break. Jeff Barton (left) vice general chairman, MILW; talks to James R. Riggs, senior vice general chairman, Santa Fe.

N&W men get together as W. Dan Pickett (left) former local chairman, Goodwin Lodge 77, and now BofRS grand lodge representative; chats with Joe Sartini, N&W general chairman.

Thinking about his answer to a question is John T. Bass (right) BofRS vice president. His questioner is William R. Evans, UP general chairman.

Listening to the Canadian viewpoint is Jack McDonald (right) B&O general chairman; while John E. Platt, BofRS vice president, of Ottawa, Ont., Canada, talks.

Talking to "his vice president" is Roy B. Flowers (left) L&N general chairman; who makes a point with Charles S. Chandler.



Making a point is Witt B. Harwell, Jr. (right) BofRS vice president, to J. L. Barton, vice general chairman, Milwaukee Road.

FRA issues order on BS-Ap-No. 1588

The National Railroad Passenger Corp. has petitioned the Federal Railroad Administration for authority to modify a portion of the signal system which controls train operations between Baldwin, PA and Ragan, DE. The proposed modification involves the initial installation of the revised signal system that Amtrak intends to utilize on all portions of the Northeast Corridor trackage between Boston, MA and Washington, DC. The proposed signal changes are part of a comprehensive improvement program which is designed to enhance the overall performance of rail service on this line.

The Amtrak request is contained in several related proceedings which are identified as FRA Block Signal Application Number 1588 and four waiver petitions designated as RS&I Number 607, RS&I Number 608, RS&I Number 609 and RS&I Number 610. All of these proceedings have been referred to the Railroad Safety Board which has been delegated the responsibility of determining whether to grant the request contained in these proceedings.

The Amtrak request was filed on June 5, 1979, and a public notice describing the request was issued on June 9, 1979. In addition the Safety Board provided two public hearings on these proceedings. These hearings were held on October 16, 1979, in Philadelphia, PA and on October 18, 1979, in Boston, MA.

The Safety Board has received a considerable volume of comments on this request both during the hearings and in written responses to the proposal. The nature of these comments, their volume, the unique aspects of the proposed signal changes, and the lengthy history of this proceeding caused the Safety Board to conclude that the normal process of issuing a simple decision letter resolving these proceedings, was not appropriate in this instance. Consequently, the Safety Board is deviating from past practice and issuing this report and order to assist all parties in understanding the decisions reached in these proceedings.

The application made by Amtrak seeks approval of proposed modifications of the existing automatic cab and wayside signal systems to permit operation by automatic train control (speed control) between MP 8.4 north of Baldwin interlocking at Baldwin, PA and Ragan interlocking at MP 30.0 south of Ragan, DE; to permit the installation of a new all relay interlocking at Holly Oak; and to permit modifications of existing interlocking facilities at Ragan, West Yard, Willmington, Landlith, Bell, Hook, Lamokin and Baldwin. The proposed changes basically consist of the following specific alterations:

1. Discontinue the existing automatic block and cab signal system and the wayside automatic block signals between Baldwin and Ragan.
2. Installation of an automatic block signal system supplemented by automatic cab signals arranged for train movements in either direction on all main tracks and supplemented with automatic train control equipment mounted on locomotives to enforce the speed limits displayed by the continuous cab signal system.
3. At Lamokin remove all interlocking facilities and change four interlocked switches to electrically locked hand operation.
4. At Baldwin remove six interlocked dwarf signals and install one interlocked crossover, four interlocked high signals and change one interlocked switch to electrically locked hand operation.
5. Relief from compliance with 49 CFR 236.23 to permit the use of a color position wayside signal displaying a "green" aspect to indicate "proceed at maximum permissible speed" instead of "proceed at authorized speed".
6. Relief from compliance with 49 CFR 236.567 to permit the use of flashing wayside signal aspects to indicate that an absolute block has been established and that a train may proceed at normal speed not exceeding 79 mph.
7. Relief from compliance with 49 CFR 236.23 to permit the use of cab signal aspects by illuminating numbers or letters to indicate the maximum permissible speed in lieu of aspects shown by lights or letters.
8. Relief from compliance with 49 CFR 236.310 to permit the absence of an approach signal to certain home signals.

All of the commenters voiced strong objection to the proposed removal of wayside signals. Their objections focused on the fact that without wayside signals train engineers would lose valuable data. This data includes the loss of reference points, the loss of ability to verify the accuracy of the cab signal and the loss of data about track conditions in the event of cab signal failure. The concern over data loss was heightened for some commenters by current failure rates of existing car borne equipment and reservations about adequacy of the design features for the new equipment. One commenter noted that FRA has previously granted relief to permit the operation of commuter trains with failed cab signals in the Philadelphia area and urged that wayside signals be retained so that this practice could be continued under the new system.

The commenters, who addressed the issue, expressed concern over the cost of installing the necessary equipment and questioned the source of

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funding for the installation of car borne equipment. The costing issue was complicated for some commenters by the fact that their equipment was operated only occasionally or for short duration on the tracks equipped with this system. Another feature of their concern involved the choice of electrical frequencies suggested by Amtrak. The final concern about equipment involved the Amtrak proposal to include the use of car borne recording equipment to make a log of certain train operation factors.

All of the commenters expressed concern over the departure from historical signal practices involved in the use of the new signal aspects and new operating rules associated with this system. The comments included the difficulty of operating under existing railroad operating rules, as well as the proposed operating rules, the need for an extensive training effort and the perceived expansion of the number of rules associated with an increased number of aspects.

The commenters, who addressed the issue, also expressed concern over the ability of freight trains to operate safely under the proposed system. The concern in this area involved enforced braking procedures necessary to comply with the automatic speed control devices, the contemplated braking distances and the absence of wayside signal indications to aid in the braking procedures. The cost of installing the necessary equipment was also noted by two commenters.

All of these comments have been considered by the Safety Board in reaching a decision in this matter. These comments were considered as well as the results of a very lengthy and detailed investigation by FRA staff of this entire proceeding. After considering the comments and the staff investigation, the Safety Board has decided to approve the basic application subject to a variety of conditions. In addition, the Safety Board has made several recommendations which it believes are not of such a nature as to require imposition of a condition but which it strongly urges Amtrak to adhere to in the installation of this system.

In reaching a decision in this proceeding, the issue of operating without wayside signals, which caused extensive comment, has proved to be the most difficult point. The degree of difficulty stems from the interrelationship of the loss of data and the enforced braking aspects of the automatic speed control devices proposed by Amtrak. In an effort to define this issue FRA staff, familiar with details of this proposal, examined two existing systems that currently operate significant numbers of freight trains without the use of wayside signals. Although neither installation is a totally accurate duplication of the situation in this proceeding, the facts developed during that portion of the investigation revealed that there is nothing intrinsically unsafe about the proposed operation of freight trains without the presence of

Amtrak applies to FRA to install new signaling

BS-Ap-1588: Application for approval of proposed modifications of wayside automatic cab and signaling system for operation by automatic speed control between M.P. 8.4 north of Baldwin Interlocking, Baldwin, PA, and Ragan Interlocking, M.P. 30.0 south of Ragan, DE, installation of new all relay interlocking at Holly Oak and modifications of existing interlocking facilities at Ragan, West Yard, Wilmington, Landlith, Bell, Hook, Lamokin, and Baldwin.

Tracks involved in this application are as follows:

1. Four main tracks between Baldwin Interlocking and Bell Interlocking;
2. Two main tracks between Bell Interlocking and Ragan Interlocking;
3. Secondary tracks and industrial spur tracks.

The proposed changes consists of the following:

1. Convert all track circuits to coded 100 Hz phase selective type for compatibility with the new 25Kv 60Hz electric traction power;
2. On selected track circuits between Ragan and Baldwin, install coded 260 Hz phase selective type circuits in addition to the 100 Hz circuits to present additional cab signal speed aspects;
3. All locomotives will be equipped with automatic train control to enforce speed limits displayed by a continuous automatic cab signal system except those trains for which a specific relief may be granted;
4. Discontinue the existing automatic block and cab signal system and all wayside automatic block signals between Baldwin and Ragan;
5. Between West Yard and Wilmington convert Meat House secondary track to main track;
6. Between Landlith and Bell convert "B" secondary track to main track;
7. Install automatic block signal system supplemented by automatic cab signals arranged for train movements in either direction on all main line tracks between Baldwin and Ragan;
8. At Ragan, remove existing interlocking facilities and install relocated, reconfigured interlocking consisting of six interlocked crossovers, seven high and one dwarf interlocked signal and one automatic high position light type signal;
9. At West Yard, remove one interlocked crossover and convert one interlocked crossover to power operation, and convert existing interlocking signals to color position light type and install one high signal and remove one dwarf signal;
10. At Wilmington North, remove two interlocked turnouts, install one interlocked crossover and one interlocked siding turnout. Convert existing interlocking signals to color-position-light type. Remove two dwarf signals and install two interlocked high signals and one dwarf signal;
11. At Landlith, remove one interlocked dwarf signal, install one interlocked high signal and convert four existing interlocked signals to color-position-light type;
12. At Bell Interlocking, remove one interlocked

wayside signals. This portion of the investigation together with computer simulations of operations utilizing the data from the proposal did develop a basis for concern about the safe braking of freight trains. In an effort to better define this issue the Safety Board assembled a task force to study this matter. The details of the task force efforts are contained in two reports that were distibuted to all parties of record and explained in a public meeting held in Washington, DC on August 26, 1980. The result of the task force effort was a request by Amtrak to modify the proposed parameters of the braking responses under the automatic speed control devices to reflect the information developed by the task force.

Based on the reports from the task force the Safety Board believes that by imposing a condition that modifies the proposed parameters for the braking responses, as stated in the Amtrak letter of September 16, 1980 and the task force report, freight trains can be braked safely under the proposed system. The specific terms of the condition imposed by the Safety Board to address this issue are enumerated later in this report and order. It should be noted that in imposing this condition the Safety Board is also granting a waiver of compliance with 49 CFR 236.507.

The imposition of this condition does not totally address the entire issue of loss of data involved in the absence of wayside signals. The commenters noted that without wayside signals there is a loss of reference points to accurately identify the location of a train. The Safety Board agrees that this will occur and recommends that Amtrak provide alternate methods to aid personnel in identifying their precise wayside location. A variety of permanent wayside markers could be used for this purpose. Consequently, the Safety Board has left this matter to Amtrak to resolve. Another loss of data can occur under the Amtrak proposal which would require deactivation of the cab signals in the event that the automatic speed control device fails in service. Although the Safety Board agrees that operating such equipment under the "Absolute Block" provisions of the proposal is the safest course of action, the Safety Board recommends that Amtrak not require the cab signal equipment to be deactivated under circumstances where only the automatic speed control device fails in service. The final aspect of the loss of data issue involves the absence of any method to verify the accuracy of the cab signal aspect by comparison with a wayside signal. The Safety Board agrees with the commenters and recommends that Amtrak provide some alternate method to permit such verifications. In this instance also there are multiple methods to accomplish this goal and consequently the Safety Board has left Amtrak with discretion in this area.

The commenters' concerns over the failure rates of existing equipment has also been noted. The Safety Board believes that all parties are aware of the need

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crossover, relocate one interlocked turnout. Remove three interlocked dwarf signals. Install two interlocked high signals;

13. At Holly Oak, install new interlocking consisting of the installation of two interlocked crossovers, four interlocked turnouts and eight high main line color-position-light signals;

14. At Hook, remove four interlocked dwarf signals and install four interlocked high signals. Convert existing interlocking signals to color-position-light type;

15. At Highland Ave., remove one high signal and two interlocked dwarf signals. Install two interlocked high signals. Convert existing interlocking signals to color-position-light type;

16. At Lamokin, remove all interlocking facilities and change four interlocked switches to electric locked hand operation;

17. At Baldwin, remove six interlocking dwarf signals and convert existing interlocking signals to color-position-light type. Install one interlocked crossover, and four interlocked high signals. Change one interlocked siding switch to electric locked hand operation;

18. All main track turnouts equipped with hand-operated switches will be provided with electric locks where trains are permitted to clear the main tracks;

19. All signals except dwarf signals in final system, will be color-position-light type signals, unless otherwise indicated dwarf signals will be position light type;

20. Until the adjacent sections of the railroad have been equipped with the proposed new signal system, interlocking signals or approach signals governing into or from those adjacent unmodified sections will continue to display appropriate aspects in accordance with existing signal rules;

21. A wayside signal will be provided in approach to each main track interlocking signal.

Reason stated in application: To increase the safety of operation at the higher running speeds required to meet NECIP trip-time goals mandated by Congress, all motive power operating on the NEC, except those trains for which specific relief may be granted, will place primary reliance on engine-carried equipment for train speed control. The present indications provided by the present wayside signals do not correspond with train handling enforced by the automatic train control (ATC).

The present wayside system does not provide a simple means to accommodate 60 mph and 80 mph speed commands which will be introduced in the new system to expedite handling high-density traffic.

The present wayside signals do not permit a single method to provide for 150 mph train speeds, or enforcement of civil speed restrictions, if introduced at a later date.

The wayside signals augmented by and in correspondence with high speed oriented cab signals are simpler for an engineman to understand and interpret than the complex array of lights that would be required with the present system modified to accommodate the new speed commands.

RS&I-Ap-No. 607 filed concurrently with the application, requests relief from the requirements of Section 236.23 (d) 3 of the Rules, Standards and Instructions insofar as it applies to the use of a green light, a series of lights or a semaphore blade in a vertical

for improved reliability of this equipment and that the failure of such equipment when operating under the proposed system, which will necessitate the use of the "Absolute Block" procedure, will intensify the need for reliable operation of this equipment. As to the commenter's suggestion, that the waiver previously granted permitting commuter operations in the Philadelphia area with failed equipment, be extended to this new system, the Safety Board does not agree. If the car borne equipment fails the "Absolute Block" procedure is the ony alternative method of operations the Board is permitting. Consequently, the Safety Board is terminating the relief previously granted, effective upon the installation of the proposed system.

There is a related issue raised by another commenter which involves the use of non-equipped locomotives over this system. FRA regulations (49 CFR 236.566) currently prohibit the use of non-equipped locomotives unless a waiver of compliance has been granted by the Safety Board. The commenter making this suggestion, the Providence & Worcester, will not be directly affected by the proceeding currently before the Safety Board. The Safety Board, therefore, has not acted on this suggestion and will address this issue when a specific proposal involving trackage over which a railroad actually operates or intends to operate with non-equipped locomotives is presented to the Board.

In a similar manner the cost of installing the equipment needed to operate over this system and the availability of funding to resolve those cost problems were raised by several commenters. These commenters also raised issues about alternate signal systems which would make greater use of the existing installation. The Safety Board has not addressed these issues because they are beyond the authority of the Safety Board to resolve.

The concerns expressed by the commenters about certain technological aspects of the proposed system were reviewed. These concerns included the design principals of some equipment, the choice of electrical frequencies and the use of car borne event recorders. Although the Safety Board shares the desires of the

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position in the upper quadrant to 60° or 90° in the lower quadrant shall be used to indicate proceed at authorized speed.

Application for relief from the requirements of Section 236.23 paragraph (3) of the Rules, Standards and Instructions to the extent that the applicant be permitted to use a color position light roadway signal displaying a "green" aspect to indicate proceed at maximum permissible speed in lieu of "green" aspect to indicate proceed at authorized speed. This "green" aspect will be displayed on a roadway signal when a home signal is displaying a "red" aspect, also the cab signal indicator will display a restricting aspect between the master code change point and the home signal.

Applicant's justification for relief: Where Automatic Speed System Rules are in effect, the "green" aspect displayed by roadway signals proposed will not impair safety of operation.

RS&I-Ap-No. 608 filed concurrently with this application requests relief from the requirements of Section 236.567 of the Rules, Standards and Instructions insofar as it applies to the restrictions imposed when an automatic trainstop, train control, or cab signal device fails and/or is cut out en route.

Application for relief from the requirements of Section 236.567 of the Rules, Standards and Instructions to the extent that the carrier be permitted to use a flashing green indication on wayside signals to indicate train may proceed at normal speed not exceeding 79 mph when the cab signal or the ATC has failed en route instead of proceeding at restricted speed to the next available point of communication where report must be made to a designated officer, in connection with signal change between Baldwin, PA, and Ragan, DE in the Northeast Corridor.

Applicant's justification for relief: Where Automatic Speed System Rules are in effect, the green aspects displayed by roadway signal as proposed will not impair safety of operation.

RS&I-Ap-No. 609 filed concurrently with this application requests relief from the requirements of Section 236.23 paragraph (b) of the Rules, Standards and Instructions insofar as it applies to the aspects of cab signals shall be shown by lights or by illuminated letters.

Application for relief from the requirements of Section 236.23 paragraph (b) of the Rules, Standards and Instructions to the extent that the carrier be permitted to show cab signal aspects by illuminated numbers in combination with letters to indicate maximum permissible speed instead of aspects shown by light or by illuminated letters, in connection with signaling changes proposed between Baldwin, PA, and Ragan, DE.

Applicant's justification for relief: Where Automatic Speed Rules are in effect, the illuminated numbers in combination with letters as proposed will not impair the safety of operation.

RS&I-Ap-No. 610 filed concurrently with this application requests relief from the requirements of Section 236.310 of the Rules, Standards and Instructions insofar as it applies to a signal governing approach to a home signal.

Application for relief from the requirements of Section 236.310 of the Rules, Standards and Instructions to the extent that the carrier not be required to provide an approach signal to a home signal in connection with signaling changes proposed between Baldwin, PA, and Ragan, DE, on the Northeast Corridor.

It is proposed to provide roadway signals, equipped to display aspects authorizing movement of trains with operative cab signal and train control equipment, with aspects to proceed at Maximum Permissible Speed in accordance with the Cab Signal (Speed Command Indicator). The maximum permissible speed will be displayed by the cab signals (speed command indicator) and the speed commands displayed after passing the signal will furnish advance information of the indication of the next signal.

Applicant's justification for relief: Where Automatic Speed System Rules are in effect the indication displayed by the roadway signal, proceed at maximum permissible speed enforced by Automatic Train Control as proposed will not impair the safety of operation.

commenters to have a total system design that fully explains all aspects of the various components available for review, the facts in this proceeding do not permit that review. The concepts and designs proposed by Amtrak all have some parallel use in various existing systems and consequently do not present any radical departure from established technology. The Safety Board is requiring that Amtrak perform a safety analysis of the various new devices which will be utilized to determine their failure modes and thereby remove any lingering concern over equipment that is still in the design stage. As to the use of car borne event recorders, the Safety Board has not imposed any condition on their use or design features. The Safety Board believes that this is an issue that should be resolved by Amtrak with the affected parties. However, the Safety Board urges that event recorders be utilized on all equipment because the Safety Board believes that effective devices can be designed and will prove helpful to all parties.

The final issue raised by the commenters concerned the operating rules Amtrak proposes to use in connection with this signal system. The proposed operating rules have been reviewed by FRA and have been found for the most part to be adaptations of the existing operating rules with the wording modified to apply to the new signal system. The Safety Board has not found any radical departure from historical precedent or any demonstrably unsafe feature in these proposed rules. The Safety Board agrees with the commenters who urged the need for careful training and believes that Amtrak has effective plans to deal with this matter.

The Safety Board has decided to impose a variety of conditions to the approval of this proposal to primarily address issues that were not raised by the commenters. These conditions involve technical aspects of the proposal. The conditions are as follows:

1. That only one master code location be permitted between each interlocking home signal and its approach signal.

2. That master code locations be located so that a station stop overrun will not result in a train moving out of the block normally occupied at the station stop.

3. That an approach signal shall not display an indication more favorable than "Proceed at Restricted Speed" when the track is occupied between the approach signal and the interlocking home signal in advance.

4. That a yellow aspect, indicating that speed is to be restricted and stop may be required, shall be used at the approach signal to an interlocking home signal when the home signal displays a "Stop" indication or a "Proceed at Restricted Speed" indication.

5. That a buffer zone of zero code be provided in the approach to each block where a stop may be required.

6. That electric locks be provided for all hand operated switches where the maximum permissible speed is in excess of 20 mph.

7. That centrifugal type relays presently used in

Don't take it home with you.

A lot of people do it. Take their problems home with them from work. They worry about their jobs and their salaries. How much they take in against how much they pay out. If they can expect a raise in pay. Or when.

One way to avoid worry is to start saving. Join the Payroll Savings Plan at work. A little portion of your salary is automatically set aside toward the purchase of U.S. Savings Bonds.

A portion you won't get to take home with you. But you'll never see it and you'll never miss it. So you'll never spend it.

You'll know it's working for you every day. Growing to give you a cushion in hard times. Or a way of achieving a goal in good times.

So don't take it home with you. Leave that "little extra" where it'll do you some good. Adding up to a lot of U.S. Savings Bonds.

Take stock in America.

When you put part of your savings into U.S. Savings Bonds you're helping to build a brighter future for your country and for yourself.

the existing system are not used in the proposed system.

8. That the automatic train control device of each locomotive require recurring acknowledgement when operating under a "Restricted Speed" indication.

9. That the 100 Hz signal reference voltage and the 25 Hz propulsion current be synchronized or the frequency of the signal reference voltage be such that it is not affected by the frequency of the propulsion current or harmonics thereof.

10. That the reference and track voltages of each phase selective track circuit be supplied from the same source of power.

11. That only locomotives equipped with operative automatic train control device be allowed to enter the proposed system.

12. That a safety analysis be performed for all signal equipment to be utilized to determine the fail safe design of components under all conditions.

13. That all relief from compliance with 49 CFR Part 236 previously granted to the applicant or other parties, which is applicable to this application area, is cancelled upon installation of the proposed system.

14. That the automatic train control device of locomotives operated in freight service may be so arranged as to provide that an automatic brake application can be prevented by a reduction of between 15 and 17 pounds within 30 to 50 seconds.

The Safety Board has also decided to grant the relief requested by Amtrak in two of the related waiver petitions identified RS&I Number 608 and RS&I Number 609. The relief from compliance with 49 CFR 235.567 requested in RS&I Number 608 will permit Amtrak to use flashing wayside signal aspects to indicate that an absolute block has been established. The relief from compliance with 49 CFR 235.23(b) requested in RS&I Number 609 will permit Amtrak to use cab signal aspects with illuminated number or letters to indicate maximum permissible speed.

The Safety Board has denied the relief requested in the related waiver petition identified as RS&I Number 607. The relief sought by Amtrak would permit the use of a color-position wayside signal displaying a "green" aspect to indicate "proceed at maximum permissible speed" when the next home signal is displaying a "red" aspect and the cab signal indicator is displaying a restricting aspect between the master code location and the home signal. The Safety Board has concluded that under appropriate circumstances this indication could provide misleading information and that granting the requested relief would reduce safety. The Board has dismissed the remaining waiver petition, identified as RS&I Number 610, as unnecessary.

This notice was issued December 4, 1980 by Joseph W. Walsh, chairman, Railroad Safety Board.

Important events in American labor history

1955 In June, the Ford Motor Co. and the United Auto Workers (then CIO) negotiated a new 3-year agreement which established a supplementary unemployment compensation plan financed by company contributions of 5 cents an hour. By the end of 1955, similar plans were negotiated for more than a million workers, including the remainder of the auto industry.

The founding of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) on December 5, 1955, brought under one roof unions representing approximately 16 million workers—over 85 percent of the membership claimed by all unions in the United States. The last conventions of the separate organizations, held on December 1 and 2, approved the merger agreement, a new constitution, and an implementation agreement designed to combine the two federations without dissolving either organization. The first convention of the AFL-CIO elected its president (George Meany), secretary-treasurer (William F. Schnitzler), and 27 vice presidents, of whom 17 had been proposed by the AFL and 10 by the CIO. Under the constitution, these 29 officers constituted the Executive Council, the governing body between the biennial conventions.

Mergers among AFL-CIO affiliates, while encouraged, were not to be dictated by the Federation; conflicts among unions competing in the same field were likewise to be adjusted voluntarily. Existing State, territorial, and local bodies previously established by the CIO and the AFL were required to merge within 2 years. The constitution provided for an industrial union department to promote the interests of unions organized on an industrial basis. It was organized during the convention week with 69 affiliated unions, including 38 former AFL unions.

A Fading Echo from the Past

By **J. B. Dent**
Signal Instructor
Illinois Central Gulf

It seems like only yesterday;
and not some forty years ago;
at seven or eight years of age,
I heard my first train whistle blow.

In backwoods country times were hard,
our lifestyle simple, and prospects sad.
The outside world was out of reach;
our world, farm, family, Mom and Dad.

One winter day, I chanced to see
a coal drag steaming down the line.
I think that changed my destiny,
I'd never seen a sight so fine.

I hired on as a signal helper,
at age nineteen, when I applied.
The hard work made my body weary,
but the pay was fair, and I felt new pride.

Camp cars were our living space;
two bucks a day for board and bed.
We shared our lot with easy grace,
and home was where we laid our head.

Steam engines pulled the strings of cars,
before progress demanded change.
Signals were more simple then,
and our food was cooked on a coal fired range.

I feel a touch of pity, now,
for someone never privileged to see;
the shrieking whistle, steam, and smoke;
steam engines, as they used to be.

We dieselized in '52,
and soon most of the steamers were
parked in an unused storage track,
or rusting, abandoned, in some spur.

Changes were needed in our signals now,
were needed to step up the pace.
Five diesels and a hundred and sixty cars,
thundered along with speed and grace.

The first signal change that was to be,
was the installation of APB.
Within a dozen years or so,
APB was considered too slow.

Progress became the familiar cry;
railroads progress or railroads die.
Within the next few years we see,
a big change over to CTC.

Telegraph stations are scarcer now;
we don't need very many, anyhow.
We don't have many train orders, now, you know;
and we have the short wave radio.

Two hundred freight cars swiftly roll;
signals controlled by remote console.
Microwave signals in an instant beam,
and lights on a panel brightly gleam.

The pace speeds up, as time goes on.
The faithful old relay will soon be gone.
Solid state components is what you'll see;
transistor, capacitor, and LED.

If a man doesn't study and improve his mind,
progress will leave that man behind.
Electronics people working overtime;
putting new innovations out on line.

Progress means moving ahead, you see;
and not looking back at what used to be.
I hope I'm doing the best I can,
but I wish I could recycle as a signalman.

Some people just don't understand
why I've spent my life as a railroad man;
I don't think I've wasted my life, you see,
I've helped write a page in history.

Some day, some time, this is sure to be;
a "Bad Order" sign will be tacked on me.
I'll rest a while and I won't be sad,
and I'll think back, often, on the good and bad.

The tale hasn't ended yet, but I'm stopping here;
there are many changes coming, never fear.
Railroads will take on a brand new look,
and we'll write another page in the history book.

A number of years have come and gone;
one in particular, lingers on;
A spellbound lad, at the age of eight,
and the "hair raising" whistle of that southbound freight.

I'd love to hear that sound again,
someday, on every passing train;
A sound that somehow touched my soul,
when I was only eight years old.

Signalmen's regional meeting

Former Pennsylvania signalmen talk about when they worked together in the Logansport, IN area. They are (from the left): James A. Kistler, assistant general chairman, United Signalmen General Committee; R. E. Hamon, retired, of Red Key, IN and member of former Local 146; Richard E. Brant of W. D. Best Lodge 45, CR; and W. D. "Dink" Best, BofRS secretary-treasurer.

Enjoying some humor at a break are (from the left): Willie H. Peters Local 143, B&OCT; W. S. Carlson, local president, Noble Lodge 3, IHB; W. W. "Walt" Lauer, BofRS director of research; Harvey H. Parker, general chairman, Northeast General Committee; and James H. Walker, local chairman, local 3, IHB.

Norfolk & Western signalmen of Local 169 enjoy a break at the regional meeting. Shown here (from the left) are: K. M. Lacey, John H. Dillman, P. W. Springer and R. D. Champ.

The Brotherhood's midwest regional meeting was held at Linders-on-the-point near Anderson, IN on Saturday October 4, 1980. Over 100 signalmen attended the meeting which was chaired by John E. Hansen, vice president for the BofRS in Washington, DC.

After introducing officers and general chairmen present, Hansen reviewed the progress of rail legislation in Congress. He reported that a reduced Title V payment system was included in the rail deregulation bill that ultimately was passed by Congress and signed into law by President Carter. With the retirement of Congressman Harley Staggers, Hansen said it would be incumbent upon rail unions to really sell their programs to Congress.

Questions concerning the AEtna dental plan were answered by Dolores M. Baughman, supervisor claims department, of the AEtna Indianapolis, IN office.

Progress made in improving service to signalmen by the Railroad Retirement Board was reported by James Boehner, assistant to the labor member. Also, Boehner answered many questions from those in attendance concerning specific cases or problems.

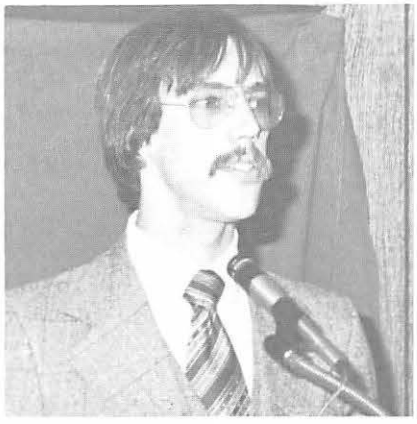
The requirement to register every 7 days for RUIA unemployment and sickness benefits may be a hardship for some members who live some distance from Retirement Board offices. Boehner said that if the weekly trip for registration is costly to a member, he should discuss this with the district manager who has the authority to change the weekly registration to cover a 14-day period.

He reported that the backlog of appeal cases (appeal when benefits are denied) is rapidly being cut

at Anderson, IN draws good crowd

Speakers

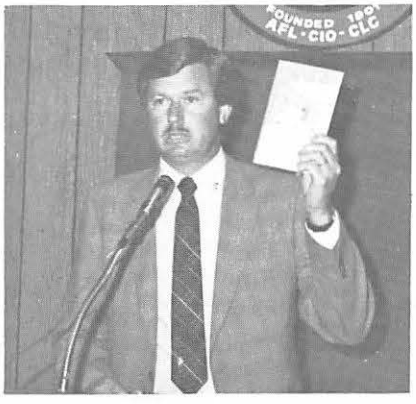
John E. Hansen, vice president, Brotherhood of Railroad Signalmen



James Boehner, assistant to the labor member, Railroad Retirement Board

Edward J. Erpelding, attorney, Erpelding & Champion, PC

R. Thomas Bates, president, Brotherhood of Railroad Signalmen



Joseph E. Kinder, assistant director railroad group, Travelers Insurance

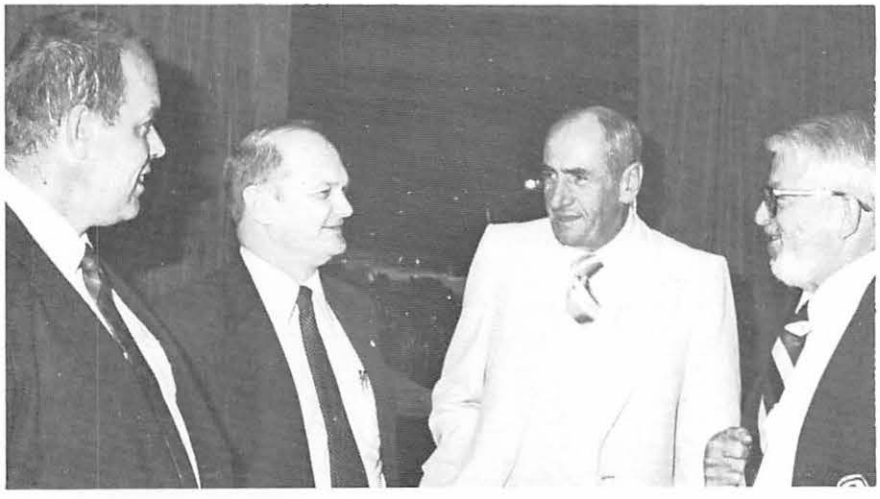
W. D. "Dink" Best, secretary-treasurer, Brotherhood of Railroad Signalmen

Dolores M. Baughman, supervisor claims, AEtna Life & Casualty

Donald R. Leiderman, manager claims, Provident Life & Accident Insurance

Joseph W. Walsh, associate administrator for safety, Federal Railroad Administration

Ohio signalmen gather for a group picture. Standing (left to right) are: Roy T. Tarvin, local chairman, Dayton Lodge 52, CR; Timothy M. McClure, local chairman, local 52, CR; R. E. Welsh, local chairman, local 52, CR; and Greg S. Hoover of Local 38, CR. Seated (left to right) are: Virgil M. "Butch" Speakman, Jr., grand lodge representative; William E. Tarvin, financial secretary, local 52, CR; Dana L. Decknadel, local president, local 52, CR; and T. L. Hedges, recording secretary, local 52, CR.



Chatting during one of the breaks in the regional meeting are (left to right): G. L. "Sam" Bass, general chairman, DT&I-D&TSL; Harvey H. Parker, general chairman, Northeast General Committee; Russell G. Hagley, local chairman, Hocking Lodge 216, C&O; and Walter W. Altus, Jr., vice president, BofRS.

During a break, R. T. Bates (left) BofRS president found time to talk to James H. Walker, local chairman, Noble Lodge 3, IHB.

and that by the spring of 1981 there will be a lag time of about 90 days once an appeal is docketed. This lag time had been as much as 18 months.

Also being improved is the time lag in processing retirement benefits. The Board is working toward a goal of providing 80% of the final benefits within a 45-60 day period.

Boehner reviewed Retirement financing and said that every 3 years actuaries review the funds and cash flow of the RRB accounts.

Editor's Note: Since this meeting, both houses of Congress passed bills to extend the present cost-of-living adjustment and payments under the Railroad Retirement Act for one more year. They also asked for rail labor and management to come up with a suggested legislative package to solve the funding problem.

The organization and operation of the Office of Safety of the Federal Railroad Administration was described by Joseph W. Walsh, associate administrator for safety. He urged members to continue making contacts with FRA signal & train control inspectors. Also, he wants the good dialogue between the Brotherhood and FRA to recontinue. FRA is looking for signal & train control inspectors, and Walsh urged signalmen to apply for these positions.

As for the revisions to the Signal RS&I, Walsh reported that proposed rules should be published in the *Federal Register* this spring. The revisions are being made in the light of comments received from the Brotherhood of Railroad Signalmen, the Communication & Signal Division, AAR and several other railroads that participated in the general safety inquiry on the RS&I in February 1979. (See *The Signalman's Journal* April 1979 page 8, May 1979 page 9, and June 1979 page 19.)

Application of the Federal

Employers' Liability Act to signalmen was explained by Edward J. Erpelding, attorney. Also, he said that a union's right to suggest legal counsel for injured workers seeking help under FELA had been upheld by the US Supreme Court in a 1964 case involving the Brotherhood of Railroad Trainmen.

Supplemental sickness benefits as provided by Provident Life & Accident Insurance Co. were described by Donald R. Leiderman, manager claims. He said that Provident will accept a photocopy of the medical forms a member files with the Railroad Retirement Board.

The improved and additional benefits from the Travelers GA-23000 policy were described by Joseph E. Kinder, assistant director railroad group. Many of these new benefits became available in January 1979. He cited two that had proved to be popular with railroad men and their families: payment for a second medical opinion about surgery; and payment of ambulatory surgical center charges. Another new benefit is payment for alcohol treatment in a center other than a hospital.

R. Thomas Bates, BofRS president thanked members for their tremendous response to his request to write Congressmen asking for passage of bills to provide improvements in funding for the railroad retirement system. He said members had been most helpful in providing Grand Lodge with copies of replies received from Congressmen.

Also, he said that the Brotherhood would serve its Section 6 notice on wages and fringe benefits on January 2 on the nation's carriers. Bates expects that 1981 will be a tough year for negotiations with railroads because they will want to trim costs in this inflationary period. Also, he expects that the carriers will try to include any increased railroad retirement fund costs in

Answering a question about the dental plan is Ms. Dolores M. Baughman (left) supervisor claims department, AEtna's Indianapolis office. Listening are Willie H. Peters (center) of Local 143, B&OCT; and W. S. Carlson, local president, Noble Lodge 3, IHB.

Break time finds Charles S. Chandler (right) BofRS vice president listening to B. D. Blair, recording & financial secretary of Alton Lodge 85.

Legislation might have been the topic of this conversation between R. T. McGill (right) BofRS state legislative representative for Indiana and Jesse R. Downs, vice general chairman, United Signalmen General Committee, CR.

Making a point is S. M. "Buck" Phillips (left) local chairman, Gateway Lodge 135, C&O; with Robert L. Dankert, vice general chairman, Northeast General Committee, and local chairman, Valley City Lodge 123.

Chatting during a break are George H. Schmitz (left) local chairman, Winton Lodge 94, B&O; and Herbert K. Jackson, general chairman, Monon-L&N.

Safety could be the subject of this conversation between John M. Casey (left), local chairman, Lodge 212, CR; and Joseph W. Walsh, associate administrator for safety, Federal Railroad Administration.

the new wage package, although the carriers had indicated in 1974 that they would make up any shortfall in the tier II portion of retirement funding. The bills in Congress would have taken care of this (see *The Signalman's Journal*, September 1980 page 34).

Bates also said that after the Section 6 notice has been served, a questionnaire will be sent to members asking them to rank in importance the various items in the Notice. Members' views will be of help to the Brotherhood's negotiators.

Editor's Note: The Section 6 Notice begins on page 8 of this issue.

W. D. Best, BofRS secretary-treasurer, spoke on the BofRS trust insurance programs that provide for supplemental insurance covering life, accidental death & dismemberment, and cancer care. He said that these programs do not cost the Brotherhood anything. The reasonable premiums and wide range of benefits make this insurance very worthwhile, especially for younger members with families.

Following the meeting, a social hour and luncheon was held, sponsored by the law firm of Erpelding & Champion.

Having an enjoyable conversation are (from the left): John B. Groeschel of Dayton Lodge 52, CR; J. L. Kopp, local chairman, Jackson City Lodge 28, CR; V. M. "Butch" Speakman, Jr., grand lodge representative, BofRS; Timothy M. McClure, local chairman, local 52, CR; and Dana L. Decknadel, local president, local 52, CR.

Break-time found ConRail Lodge 212 member Donald E. Lamb (left) talking to M. B. Frye, BofRS vice president.

Interested listener is Donald G. Hammond (left) financial secretary, Winton Lodge 94, B&O, to Tom Bates, BofRS president.

ConRail might be the topic of this conversation between Jack Brown (left) local president, Lodge 212 CR; and Bernard E. Britcher, general chairman, United Signalmen General Committee.

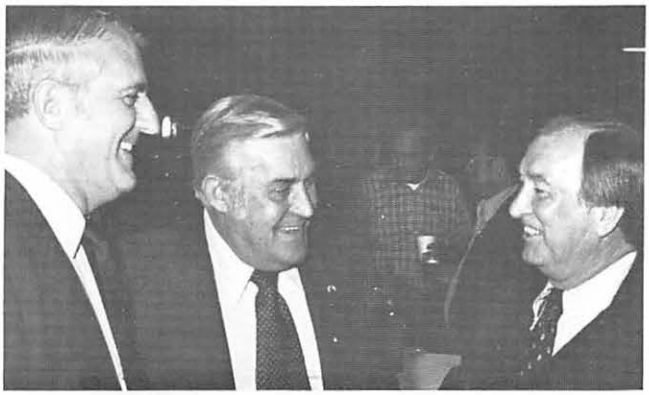
Listening intently to Willis Abner (left) executive assistant general chairman, United Signalmen General Committee, is G. L. "Sam" Bass, general chairman, DT&I-D&TSL.

During a break M. B. "Pete" Frye (left), vice president BofRS, chats with C. R. Wade, local president, Indianapolis Lodge 42, CR.

Listening to an interesting story are (left to right): Timothy M. McClure, local chairman, Dayton Lodge 52, CR; Jesse R. Downs, vice general chairman, United Signalmen General Committee, CR; Greg S. Hoover of Local 38; R. E. Welsh, local chairman, local 52, CR; and Jeff L. Kopp, local chairman, Jackson City Lodge 28, CR.

Expressing a view is Herbert K. Jackson (left) general chairman, Monon-L&N; and listening are Marion Underwood of Lodge 212, CR; and John E. Hansen (right) BofRS vice president.

Chessie System signalmen talk during a break. From the left are: Don Hammond, financial secretary Winton Lodge 94, B&O; S. M. "Buck" Phillips, local chairman, Gateway Lodge 123, C&O; and George Schmitz, local chairman, Local 94, B&O.

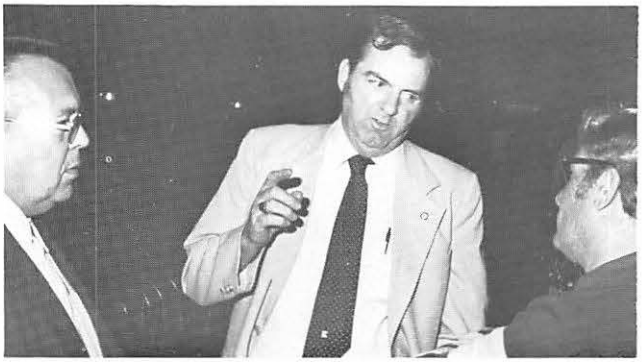


Enjoying a joke are Tom Bates (left) BofRS president; Willis Abner (center) executive assistant general chairman, United Signalmen General Committee; and Joseph W. Walsh, associate administrator for safety, Federal Railroad Administration.

Emphasizing his point is Robert L. Dankert (left) vice general chairman, Northeast General Committee, to W. D. "Dink" Best (right) BofRS secretary-treasurer. Bruce A. Hazard, recording & financial secretary of Durand Lodge 14, GTW, listens.

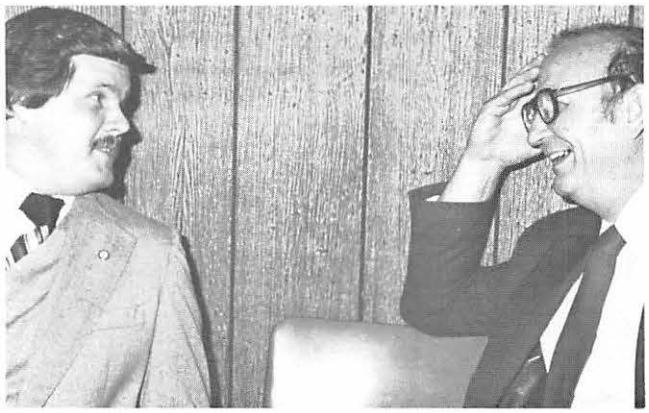
Dayton Lodge 52 members at a break are Roy T. Tarvin (left) local chairman, and Kenneth L. Emmons.

Interested in V. Joseph Sartini's (center) comments is Mark W. Sarver (left) a member of Wabash Lodge 55; and Witt B. Harwell, Jr., BofRS vice president.

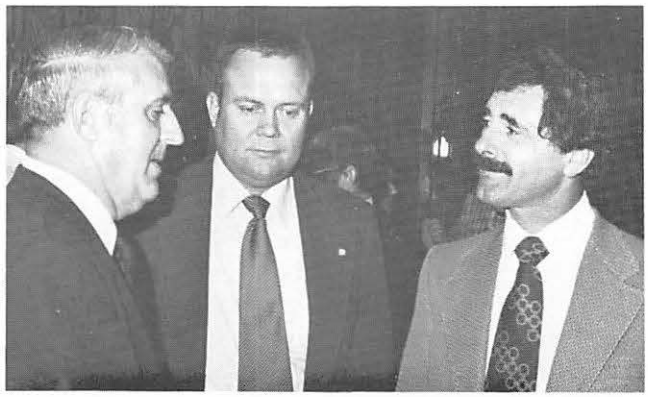


Making a point is Bernard E. Britcher (center) general chairman, United Signalmen General Committee; while Owen L. Harbour (left) local chairman Jesse Clark Lodge 41; and Joseph P. Sparkman, local chairman, Indianapolis Lodge 42, listen.

Making a point is Bruce A. Hazard (left) recording & financial secretary, Durand Lodge 14, GTW; while Val Van Artsdalen (center) BofRS grand lodge representative and Pete Frye, BofRS vice president listen.



Eye to eye are Virgil M. "Butch" Speakman, Jr., BofRS grand lodge representative, and Donald Murphy (right) general secretary-treasurer, United Signalmen General Committee.

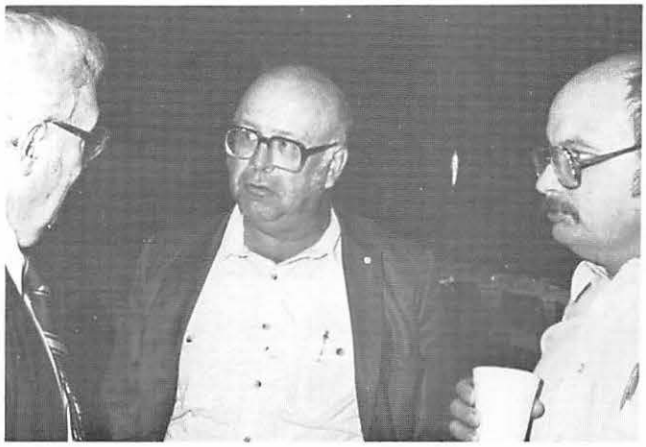


Presidential words bring attention of Robert L. Dankert (center), vice general chairman of Northeast General Committee, and Edward L. Valencia (right) local chairman of Valley City Lodge 123, C&O. Speaker, of course, is Tom Bates, BofRS president.

TSJ camera catches three Winton Lodge 94 B&O members during one of the breaks. Shown here (left to right) are: Richard Lamb, W. L. "Buss" Woolf and Freeman R. Moore.

N&W signalmen of Local 169 take a break at the regional meeting. Shown here is John H. Dillman (left) and R. D. Champ.

Dialogue between these Local 38 members of ConRail's signal shop in Columbus, OH involved F. T. "Tip" Hunter (left) recording & financial secretary; and L. J. "Larry" O'Shea.



Three N&W signalmen chat during a break. From left are: V. Joseph Sartini, general chairman; John H. Dillman of Lodge 169; and B. R. Pierce, local chairman, King Lodge 201.

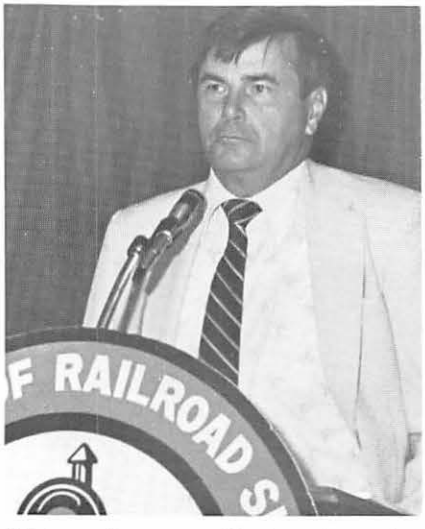
C&O Gateway Lodge 135 members talk during a break. Harvey H. Parker (left), general chairman, Northeast General Committee, chats with William O. Clements.

ConRail Victory Lodge 73 men talk during a coffee break. Thomas L. Loeffler, local chairman, and vice general chairman United Signalmen General Committee, chats with M. R. "Jerry" Curl (right).

Signal safety might well be the topic of this conversation between Joseph W. Walsh (left), associate administrator for safety, FRA; and C. Fred Brant, foreman at ConRail signal shop in Columbus, OH and a member of Local 38.

Over 40 local lodge officers, local chairmen, general chairmen and general committee officers attended the Anderson school session whose chief instructor was M. B. "Pete" Frye (right) BofRS vice president.

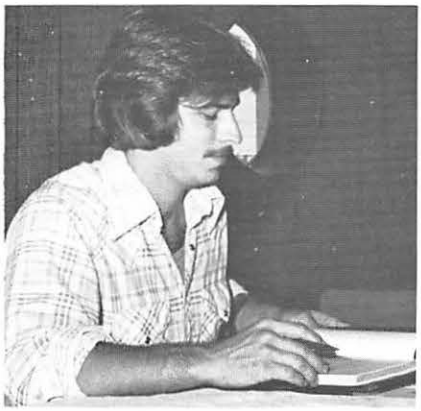
Local chairmen go to school



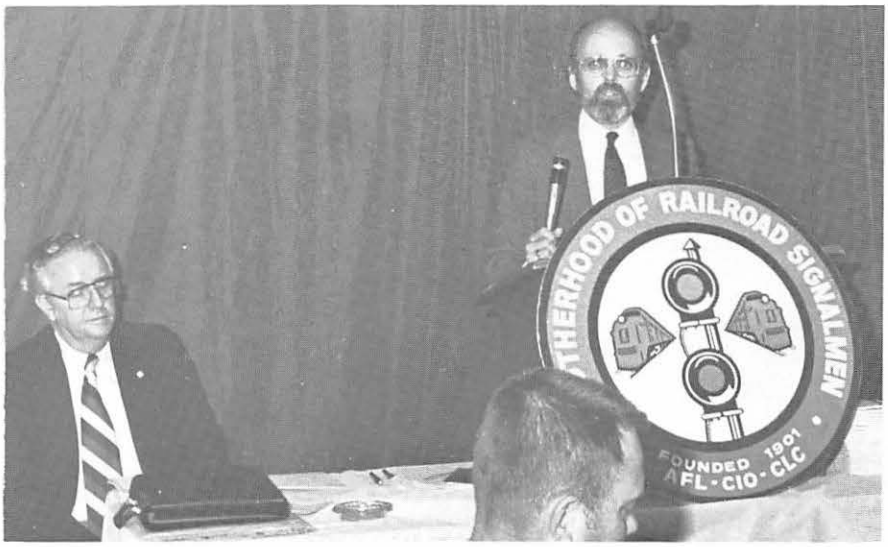
Welcoming over 40 signalmen to the Anderson, IN school session is John E. Hansen, vice president and national legislative representative for the BofRS in Washington, DC.

Paying attention to the speaker at the school are Edward L. Valencia (left) local chairman, Valley City Lodge 123, C&O; and James A. Kistler, assistant general chairman, United Signalmen General Committee.

How to aid an injured signalman in dealing with the railroad claim agent and benefits to be secured under the Federal Employers' Liability Act were discussed by Lawrence Champion, attorney, of the law firm of Erpelding & Champion, PC.



Studying the grievance handling manual given to students attending the Anderson school is Frank J. Nobile, local chairman, J. C. Gerke Lodge 9, C&NW.



Schooling for local lodge officers and local chairmen covered the Railway Labor act, claim and grievance handling, duty of fair representation, local chairman's job and other topics. M. B. "Pete" Frye (left) was the instructor and had experts to assist him in covering specific topics. Edward J. Erpelding (right) discussed the duty of fair representation and the Federal Employers' Liability Act.

Doing paperwork connected with the course is B. D. Blair (left) recording & financial secretary, Alton Lodge 85, ICG; and Eric N. Kutch, local chairman, W. D. Best Lodge 45.

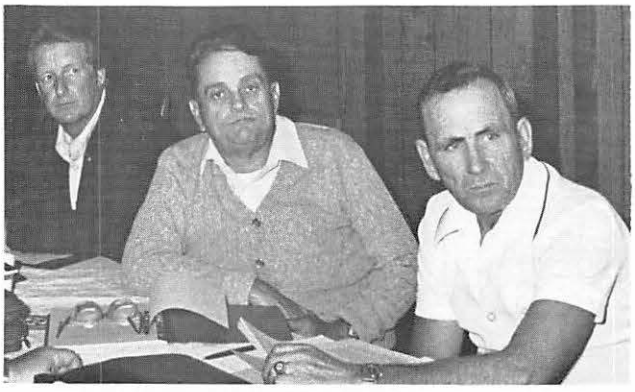
Northeast General Committee members attending the Anderson school included Harvey H. Parker (left) general chairman; Frank T. Branham, vice general chairman, and local chairman Tri State Lodge 136, C&O; and Robert C. Buck, (right) vice general chairman, and local chairman, Durand Lodge 14 GTW.

Two ConRail signalmen are interested in the schooling. From the left are: Roy T. Tarvin, local chairman, Dayton Lodge 52, and Warren D. Mahaffey, local chairman, Toledo Lodge 10.

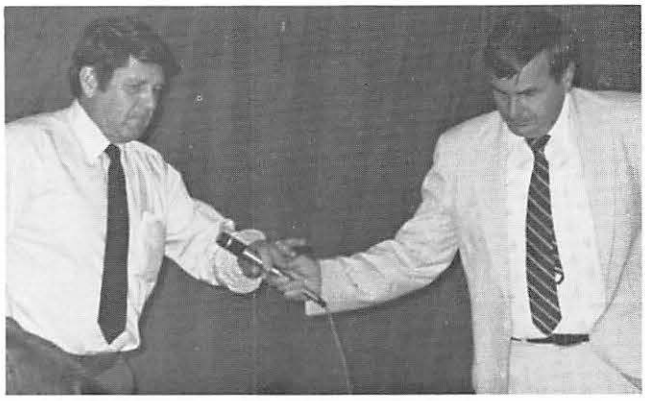
ConRail local chairmen at the school included Thomas L. Loeffler (left) local chairman Victory Lodge 73 and vice general chairman, United Signalmen General Committee; and Joseph P. Sparkman, local chairman, Indianapolis Lodge 42.

Jesse Clark Lodge 41 members at the school included (from the left): E. C. Jones, member grievance committee; Owen L. Harbour, local chairman; and Michael M. Mayfield, financial secretary.

Dayton Lodge 52, CR, attendees include Dana L. Decknadel (left) local president; Terry L. Hedges, recording secretary; and William E. Tarvin (right) financial secretary.



Signalmen attending the class shown here (left to right) are: Charles J. Hammons, local president, Latonia Lodge 176, L&N; Floyd F. Guy, local chairman, Pitt Lodge 112, and vice general chairman, United Signalmen General Committee; and Jesse R. Downs, local chairman, Primary Lodge 64, and vice general chairman, USGC.



Hours of Service and Signal RS&I were discussed at the school. John E. Hansen (right) BofRS vice president, talked about making the FRA signal RS&I tests. When finished, he handed the microphone to W. W. "Walt" Lauer, BofRS director of research, who talked about the Hours of Service law and its application to signalmen. Lauer's slide presentation included examples of service, trouble calls and indicated how the HofS applied in each case.

Three B&O local chairmen from Winton Lodge 94 are Richard B. Mensen, a signal inspector; George H. Schmitz (center) a signal foreman; and Carson B. Scott (right) a leading signal maintainer.

Winton Lodge 94, B&O, officers at the school included Donald J. Hammond (left) financial secretary; and Charles A. Reel, Jr., local president, who is also a local chairman.

B&O members get an update on legislation from John E. Hansen (second from left) BofRS vice president in Washington, DC. Listening (from the left) are Donald J. Hammond, financial secretary, Winton Lodge 94; Hansen; Charles A. Reel, Jr., local chairman and local president, local 94; and Richard B. Mensen, local chairman, local 94.

Valley City Lodge 123 C&O members talk during a coffee break. Edward L. Valencia (left) is local chairman and Robert L. Dankert is local chairman and local president.

Interested in the lecture are Charles S. Chandler (left) BofRS vice president; Willis Abner (center) executive assistant general chairman, United Signalmen General Committee; and Donald Murphy (right) general secretary-treasurer, USGC. In foreground looking to the right is Brian R. Pierce, local chairman, King Lodge 201, N&W.

Grand Trunk Western Durand Lodge 14 members talk during one of the breaks at the school session. Bruce A. Hazard (left) is recording & financial secretary, while Robert C. Buck is local chairman.

North Western members get a chance to chat at the Anderson, IN regional school in October. John E. Hansen (left) BofRS vice president talks with Frank J. Nobile, local chairman of J. C. Gerke Lodge 9.

Coffee break found Charles S. Chandler (left) BofRS vice president talking to Harvey H. Parker, general chairman, Northeast General Committee.

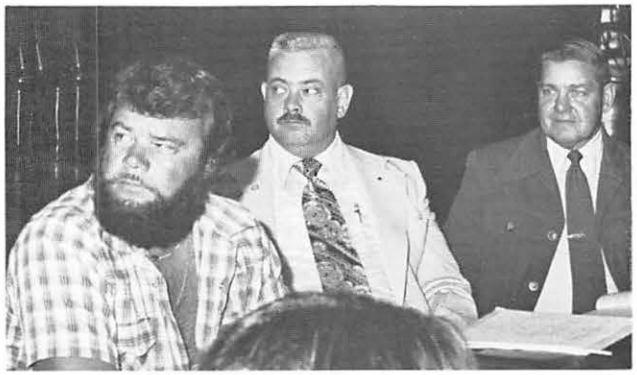
During a break at the Anderson school session Bernard E. Britcher (left) general chairman, United Signalmen General Committee, enjoys a conversation with R. Tom McGill, retired assistant general chairman, Penn Central.

Coffee break time found James A. Kistler (left) assistant general chairman, United Signalmen General Committee, talking to Jack L. Brown (center), local president, Local Lodge 212; and Warren D. Mahaffey, local chairman, Toledo Lodge 10. Brothers Brown and Mahaffey work for ConRail.

Chatting during a break are (from the left): John E. Hansen, BofRS vice president; Tom Mcgill, retired PC assistant general chairman; and Floyd F. Guy, local chairman, Pitt Lodge 112, CR.

Three ConRail signalmen at the school are Gregory S. Hoover (left) member of Local Lodge 38 grievance committee and local vice president; Jeffrey L. Kopp (center) local chairman, Jackson City Lodge 28; and Timothy M. McClure, local chairman, Dayton Lodge 52.

Break time found three ConRail signalmen in an interesting discussion. Shown from the left are: Robert E. Welsh, local chairman, Dayton Lodge 52; Floyd F. Guy, local chairman, Pitt Lodge 112; and Gregory S. Hoover, vice president, Local Lodge 38.

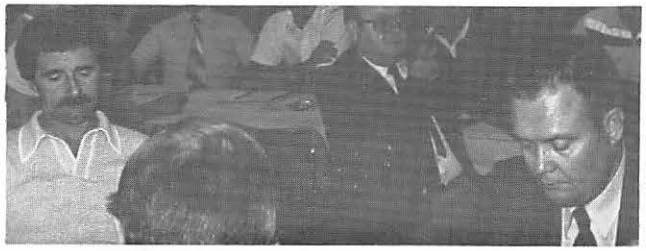


Paying attention in class are (from the left): Robert E. Welsh, local chairman, Dayton Lodge 52; John M. Casey, local chairman, Local Lodge 212; and Jack L. Brown, local president, local 212. All work for ConRail with Welsh as a signal foreman, Casey as an electronic technician, and Brown as a signal inspector.

Enjoying the conversation during a coffee break are Eric N. Kutch (left), local chairman, W. D. Best Lodge 45, CR; William E. Tarvin, financial secretary, Dayton Lodge 52, CR; and Roy T. Tarvin (right) local chairman, local 52, CR.

Chatting before class are (from the left): Bruce A. Hazard, recording & financial secretary, Durand Lodge 14, GTW; Robert C. Buck, local chairman, Durand Lodge 14, GTW; Russell G. Hagley, local chairman, Hocking Lodge 216, C&O; and Frank T. Branham, local chairman, Tri State Lodge 136, C&O.

Caught by the TSJ camera before class started are two N&W signalmen: V. Joseph Sartini (left) general chairman; and Brian R. Pierce, local chairman, King Lodge 201.



Valley City Lodge 123, C&O, local chairmen at the meeting included Edward L. Valencia (left) and Robert L. Dankert.

Students at the school session include Bruce A. Hazard (left), recording & financial secretary, Durand Lodge 14, GTW; and Russell G. Hagley, local chairman, Hocking Lodge 216, C&O.

How to spend without worry.

Buying the things you want makes you feel good. But spending that "little extra" you *should* be saving makes you feel guilty. And you worry.

One answer is to buy U.S. Savings Bonds through the Payroll Savings Plan. They'll take out that "little extra" from each paycheck for Bonds.

You're automatically saving the amount you want to save, without ever seeing it. So you *can't* spend it. You won't even miss it. But you *can* spend what's left of your pay (after bills) without feeling guilty.
Without worry.

Take stock in America.

UNITED STATES SAVINGS BONDS

When you put part of your savings into U.S. Savings Bonds you're helping to build a brighter future for your country and for yourself.

Retirement tax changes explained by W. D. Best

1. What is the regular railroad retirement tax rate for employees in 1981?

The regular railroad retirement tax rate for employees increases from the 1980 rate of 6.13% to 6.65% for 1981. The maximum amount of earnings subject to taxes also increases, from $2,158.33 per month for 1980 to $2,475 per month for 1981.

Railroad retirement taxes are coordinated with social security taxes, and social security legislation in 1977 scheduled retirement tax increases, which affect both programs. In effect, railroad workers pay the same retirement taxes as workers covered under social security.

2. How much more will railroaders pay in retirement taxes?

Because both the railroad retirement tax rate and the maximum amount subject to taxes are increased, all railroaders will pay higher taxes in 1981, but higher salaried workers will have greater increases. A railroader earning $1,000 per month will pay $66.50 a month in railroad retirement taxes in 1981, $5.20 more a month than in 1980. Employees earning at least $2,475 a month, the maximum taxable in 1981, will pay $164.59 a month in railroad retirement taxes, $32.28 a month more than in 1980.

3. How much do railroads pay in regular railroad retirement taxes?

Under current law, railroads match employee retirement taxes plus pay an additional 9.5% tax on each employee's earnings up to $1,850 per month for 1981. The maximum monthly amount of regular railroad retirement taxes payable by railroad employers for an employee is $340.34 for 1981, $46.53 more than in 1980.

4. Are other railroad retirement taxes paid in addition to regular railroad retirement taxes?

Employees pay only regular retirement taxes. Railroad employers pay railroad unemployment-sickness insurance taxes and railroad retirement supplemental annuity taxes, in addition to regular retirement taxes.

Throughout 1981, railroad employers will pay a tax of 8% on the first $400 each employee earns each month to finance the railroad unemployement-sickness benefit program, an increase from the 5½% rate effective in 1980. The unemployment-sickness tax rate for a calendar year varies according to the balance in the Railroad Unemployment Insurance Account at the end of the previous fiscal year. The tax rate is 8% in 1981 because the balance in the Account, on an accrual basis, was under $50 million on September 30, 1980.

The supplemental annuity tax rate for the first quarter of 1981 will be 14½¢ per work-hour, an increase from the 12½¢ rate effective in 1980.

5. Do the earnings limitations, that some railroad retirement annuitants are subject to, increase for 1981?

Yes. Annuitants who work after retirement can earn more in 1981 without having their benefits from the Railroad Retirement Board reduced. The 1980 exempt earnings amount of $5,000 is raised, allowing annuitants age 65 through age 71 to earn $5,500 in 1981 before benefits are reduced. For annuitants under age 65, earnings in excess of $4,080 in 1981 can cause a reduction in benefits. The special earnings limitations for disabled annuitants are not changed.

For those annuitants subject to earnings limitations, a reduction of $1 in benefits is made for every $2 earned over the exempt amount. However, if 1981 is the first year benefits are payable, reductions in 1981 benefits apply only to months in which earnings are more than $459 for annuitants age 65 through age 71 and $340 for those under age 65.

6. Which railroad retirement beneficiaries are subject to these earnings limitations?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their spouses, generally recent retirees and those who are also qualified for social security benefits. However, for retired employees and spouses, only certain annuity portions are subject to reduction; so the Board notifies those affected, on an individual basis, as to how earnings will affect their annuities.

Currently, these earnings limitations do not apply once an annuitant reaches age 72; in 1982, annuitants age 70 or older become

exempt from these limitations.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month they return to work for their last pre-retirement nonrailroad employer.

7. What are the new Medicare coinsurance charges?

In 1981, a Medicare patient will have to pay the first $204 of his or her hospital bills, $24 more than the 1980 charge of $180.

In addition, a patient's daily bill for hospital care for the 61st through the 90th day will be increased from $45 to $51, and the daily costs for posthospital care in a skilled nursing facility for the 21st through the 100th day will go up from $22.50 to $25.50.

If a beneficiary uses "lifetime reserve" days, the extra 60 hospital days a beneficiary can use when he or she needs more than 90 days of hospital care in the same benefit period, he or she will pay $102 a day for each reserve day used, instead of the 1980 charge of $90 per day.

RRB makes changes in personnel

Several changes in personnel have taken place at the Railroad Retirement Board, many due to retirements.

William W. Robe, deputy regional director at San Francisco, has been appointed regional director there succeeding Emil T. Banjavic, who retired. Robe will plan, direct and coordinate the operations of 14 district offices servicing areas in 14 states in the San Francisco region.

Gerald R. Thurman, deputy regional director at Kansas City, MO, has been appointed regional director there succeeding John Price, who has retired. Thurman will direct operations of 17 district offices in the 14-state Kansas City region.

Norman Solomon, assistant chief actuary, has been appointed acting chief actuary succeeding Robert E. Larson, who has retired. Solomon is a 9-year Board actuary and is headquartered in Chicago.

Dale G. Zimmerman, RRB general counsel, has been appointed acting chief executive officer, succeeding Eugene E. Koch, retired. Zimmerman has been general counsel for 6 years and has been a Board employee for 17 years.

Retirees earning limit eased

Railroad retirement annuitants subject to earnings limitations can earn more in 1981 without a reduction in benefits. The 1980 exempt earnings amount of $5,000 is raised, allowing annuitants age 65-71 to earn up to $5,500 in 1981 without any reduction in benefits because of work. Annuitants under age 65 can earn up to $4,080 in 1981 before their annuities are subject to reduction. The reduction is $1 for every $2 earned over the exempt amount. However, if 1981 is the first year benefits are payable, reductions in 1981 benefits apply only to months in which earnings are more than $459 for beneficiaries age 65 to 71 or $340 for those under age 65. Earnings limitations do not apply to any annuitants age 72 or older. The special work restrictions which apply to disability annuitants are not changed.

Earnings limitations apply to survivor annuitants. They also apply to some retired employees

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and their spouses, generally recent retirees and those who are also qualified for social security benefits. However, for retired employees and spouses, only certain annuity portions are subject to reduction; so the Railroad Retirement Board notifies those affected, on an individual basis, as to how earnings will affect their annuities.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month in which they work for their last pre-retirement nonrailroad employer.

Chamberlain lives in Crystal Lake

Charles J. Chamberlain, former president, BofRS, now lives in Crystal Lake, IL. He reports a heavy volume of Christmas cards are slowly being forwarded, and he wishes to thank everyone for their cards. Chamberlain's new address is 740 St. Andrews Lane, #33, Crystal Lake, IL 60014.

Chamberlain, who is now labor member, Railroad Retirement Board, went into Northwest Community Hospital on January 4 for some corrective hip surgery. He will be there for several weeks. If you wish to drop him a card or note to cheer him up, write to C. J. Chamberlain, c/o Northwest Community Hospital, 800 West Central Road, Arlington Heights, IL 60005.

Retirement tax increases

Beginning January 1, 1981, the retirement tax rate for railroad employees increases from 6.13% to 6.65%, and the maximum amount of compensation subject to railroad retirement taxes increases from $2,158.33 a month to $2,475 a month. The railroad employee tax rate is the same as the social security rate, and both the rate and the amount of earnings subject to the tax increase whenever social security taxes rise.

Because both the railroad retirement tax rate and the maximum amount subject to taxes are increased, all railroaders will pay higher retirement taxes in 1981, but higher salaried workers will have greater increases. A railroader earning $1,000 per month will pay $66.50 a month in railroad retirement taxes, $5.20 more a month than in 1980. Employees earning at least $2,475 a month, the maximum taxable in 1981, will pay $164.59 a month in railroad retirement taxes, $32.28 a month more than in 1980.

Under current law, railroad employers match the taxes that employees pay, and they pay an additional 9.5% regular retirement tax. The 9.5% tax, which applied to earnings up to $1,700 a month for 1980, will apply to earnings up to $1,850 a month for 1981. For railroad employers, the maximum monthly regular retirement tax

HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

Charitable Deductions

The government not only provides exemption from taxes for churches and charities, but also encourages citizens to make gifts to such institutions. The intent is to promote good works, serve the national interest and help such agencies to perform a multitude of services which otherwise the government would have to provide.

But despite estimates of charitable giving in excess of $43 billion by American taxpayers, very few know very much about the charitable agency to which they give.

However, there is an organization that evaluates national charitable organizations such as The American Cancer Society, American Heart Association, Muscular Dystrophy Association, National Foundation-March of Dimes Birth Defects, United Cerebral Palsy Association and others, and rates them according to eight standards. It is called the National Information Bureau, Inc. of New York City, organized in 1918 as a non-profit organization itself.

It was formed to aid contributors to give wisely and to maintain sound standards in philanthropy. And NIB continues to research and report with these aims in mind. The NIB is supported by contributions which are deductible for federal income tax purposes.

The NIB only evaluates and lists national organizations and does not cover the affiliates of a charity organization.

Following are the basic standards considered essential for approval by the NIB:

1. Board—An active and responsible governing body, holding regular meetings, whose members have no material conflict of interest and serve with

compensation.

2. Purpose—A clear statement of purpose in the public interest.

3. Program—A program consistent with the organization's stated purpose and its personnel and financial resources, and involving inter-agency cooperation to avoid duplication of work.

4. Expenses—Reasonable program, management and fund-raising expenses.

5. Promotion—Ethical publicity and promotion which excludes exaggerated or misleading claims.

6. Fundraising—Solicitation of contributions without payment of commissions or undue pressure, such as mailing unordered tickets or merchandise, general telephone solicitation or use of identified government employees as solicitors.

7. Accountability—An annual report available on request that describes program activities and supporting services in relation to expenses, and includes certified financial statements.

8. Budget—Detailed annual budget approved by the governing body in a form consistent with annual financial statements.

According to IRS figures, Americans average between two and three percent of their gross income as contributions to tax-exempt organizations, or an overall average of about $685. And other sources claim that individuals are the primary source of charitable donations, giving $8 out of every $10 raised by fund-raising groups. Corporations and other non-profit foundations contribute the other $2.

Attention should be paid to just who is collecting at street corners or in front of store entrances and exits. TV news reporters in various cities throughout the country have repeatedly demonstrated the gullibility of most coin-drop givers. One TV news team with a makeshift collection kettle collected several hundred dollars in a few hours. When the camera crew attempted to advise each donor that the "charity" was a "fake," most people refused to take their money back and kept on walking!

NIB specifically disapproves of cash collections which do not issue receipts and keep a record of each transaction. Says Jane Pendergast, assistant director of NIB, "there is simply no control." And she adds that the door to door pass-along envelope method favored in suburban areas also raises control questions. The best method is through mailed solicitation with the donor responding with a mail-back check or money order.

Remember that the Internal Revenue Service permits deductions for miscellaneous charity cash contributions too numerous to record up to a certain amount, according to your income.

Individuals may write to the National Information Bureau, Inc., for three reports per one request at no charge. The address is: NIB, Dept. EM, 419 Park Avenue South, New York, N.Y. 10016. Rating reports are issued monthly by NIB.

There are other ways to check out a charity. Citizens can ask for files from the Council of Better Business Bureaus through their local Bureau. They may call the local city or county district attorney whose offices keep lists of fraudulent fund-raisers. Many states now require fund-raising organizations to file financial statements with the secretary of state's office.

Most Consumer Affairs offices can issue information, or at least tell a caller where it might be obtained. And, at a local level, most police departments keep records of what persons, groups or agencies have approved door-to-door canvassing licenses.

All of this means your charity dollar is big business to the fund-raising industry. It should be treated equally seriously by those doing the giving.

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increases from $293.81 to $340.34.

In addition to regular railroad retirement taxes, railroad employers pay railroad unemployment-sickness taxes and supplemental railroad retirement annuity taxes. Throughout 1981, railroad employers will pay a tax of 8% on the first $400 each employee earns each month to finance the railroad unemployment-sickness benefit program, an increase from the 5½% rate effective in 1980. The supplemental annuity tax rate for the first quarter of 1981 will be 14½¢ per employee-hour, an increase from the 12½¢ rate effective in 1980.

Do you think that people with high blood pressure are uptight? The fact is high blood pressure is not related to nervous tension. An easygoing way of life and a relaxed manner are not guarantees against high blood pressure. The only way to know if you have high blood pressure is to have it measured. If you have high blood pressure follow your doctor's advice.

Harold Arthur Stockdale

January 19, 1907 — December 11, 1980

Harold Arthur Stockdale, former Local and General Committee Officer and Grand Lodge Representative of the Brotherhood of Railroad Signalmen, died of a heart attack at his home in Dorval, Quebec on December 11, 1980. He was 73. Brother Stockdale is survived by his wife Marie-Paule. He retired in December 1972 after completing 41 years of service with the Canadian Pacific and the BofRS.

Brother Stockdale was born in Brandon, Manitoba on January 19, 1907 and graduated from the public school system. He began his railway career as a Signal Helper with Canadian Pacific Railway in May 1928. He worked in British Columbia and Alberta, and was promoted to Signal Maintainer at Irvine, Alberta in 1930. From 1931 to 1936, Brother Stockdale worked as a Signal Helper, Signal Fitter and Maintainer. In May 1936, he returned to work as Signal Helper at Calgary, Alberta and was promoted to Signal Maintainer there in 1940.

Brother Stockdale joined the BofRS in 1936 and was active in union affairs. From 1938 until November 1949, he was Chief Signalman and Local Chairman of Foothills Lodge 125. He was Vice General Chairman, CP Rail, from 1942 until November 1949. Brother Stockdale began serving as Acting General Chairman in January 1950. In 1953 he was elected General Chairman and was appointed Grand Lodge Representative. As General Chairman, he was headquartered in Montreal. He was active in national negotiations with the railway companies. In 1968, for example, Brother Stockdale served one of his many terms as Secretary of the Associated Non-Operating Railway Unions' negotiating committee.

Brother Stockdale played golf and collected stamps, two of his hobbies that he pursued more actively than others.

Messages of condolences from all over Canada and the U.S. came in the form of flowers, cards, letters, and visits to the D. A. Collins Funeral Home in Pointe Claire, Montreal. Officers and members from Local Lodges in the Montreal area came to the funeral home to pay their respects or attended the funeral on Monday December 15. Lodges having representatives included Young Pioneers 118, Victory 144, St. Charles 187, Beaver 196, Northland National 204, and Local 217. Also in attendance were several Grand Lodge Officers and Representatives.

Harold Arthur Stockdale, anciennement Officier Local et représentant du Comité Général Grand Lodge de la Fraternité des Signaleurs, est décédé d'un infractus (crise de coeur) à son domicile, situé à Dorval, Québec, le 11 décembre, 1980. Il était agé de 73 ans. Le confrère Stockdale laisse dans le deuil son épouse Marie-Paule. Il s'est retiré en 1972, après avoir complèté 41 ans pour le Canadien Pacific et la Fraternité des Signaleurs de Chemins de Fer.

Le confrère Stockdale était né à Brandon,

Manitoba le 19 Janvier, 1907 et gradué de l'école régional. Il débuta sa carrière avec le Canadien Pacific en mai, 1928 comme préposé à la signalisation. Il travailla en Colombie Britanique, en Alberta, et par la suite, obtient une promotion comme préposé à l'entretien à Irvine, Alberta en 1930. De 1931 à 1936 le confrère Stockdale travailla comme préposé à la signalisation, préposé à l'entretien et préposé à l'installation, puis en 1936 il retourna comme préposé à la signalisation à Calgary, Alberta et obtient une promotion comme préposé à l'entretien en 1940.

Le confrère Stockdale joigna la Fraternité des Signaleurs en 1936, et de cette date, il participa activement à l'union. A partir de 1938 à novembre 1949 il était chef de la Signalisation et Président Local de la loge 125 à Foothills. Ainsi que Vice-Président Général du C.P. à partir de 1942 jusqu'à novembre, 1949. Le confrère Stockdale débuta ses services comme Président General en janvier 1950. En 1953 il était élu President Général et nommé Reprësentant de Grand Lodge. Etant donner qu'il était le Président Général, son bureau était stationné à Montréal, Québec. Il était très actif aux négociations nationales avec les compagnies de chemins de fer. Comme par example, en 1968, le confrère Stockdale servit un de ses plusieurs termes comme Secrètaire de l'Association des Non-Opérateurs de l'Union de Chemins de Fer.

Son passe-temps était de jouer au golfe et collectionner les timbres, ce qui le poussa plus activement que d'autres.

Des messages de condéléances venus de tout les coins du Canada et des Etats-Unis, ainsi que des fleurs, cartes, letters et visites au Salon Mortuaire D.A. Collins à Pointe Claire, Québec. Officiers et membres des loges locales dans la Région de Montréal sont venues au Salon Mortuaire pour rendre un dernier hommage et ont attendu la messe funèbre en ce lundi le 15 décembre, 1980. Représentants des loges Young Pioneers 118, Victory 144, St. Charles 187, Beaver 196, Northland National 204 et le local 217 ont assisté à cet enterrement, ainsi que des Représentants et Officiers de Grand Lodge.

News from Canada

Computer ctc on CN is working

CN Rail's only computer-assisted centralized traffic control system, extending 289.3 miles over the Sprague and Fort Frances subdivisions from Winnipeg to Atikokan, went into full operation September 16 when the last 32.1 miles between Mathieu and the yard here went on line.

Connected as it is to the existing Kashabowie subdivision CTC system, in operation between here and Thunder Bay since 1954, it means that trains along the entire south route between Winnipeg and Thunder Bay now operate by remote-controlled signals.

CTC is designed to increase track capacity. Since a feasibility study was done in 1972, traffic on this line between Winnipeg and Fort Frances has increased from 22.7 million gross ton-miles per mile of track to 32.4 million in 1979.

Train movements on the Sprague and Fort Frances subdivisions are controlled automatically by seven computers which operate the various components in the system and feed information to the rail traffic controller. He staffs the CN-designed console at Winnipeg.

In the first such application in a CN Rail dispatching office, a cathode ray tube electronic video display, much like a television screen, gives the rail traffic

controller up-to-date information on train movements. It also assists him to semi-automatically prepare and transmit track occupancy permits for work units on the line.

The controller can intervene to operate the signals system manually when his judgment dictates alternate action.

A detailed record of all activity on the system is kept on magnetic discs and documented automatically.

Further refinements under development for the system are expected to eliminate other paperwork at present required of the controller, such as manual compilation of train sheets.

Constructed over the past four years, this new CTC system has meant extra work for the signals department.

Field construction has employed as many as 48 men during much of the period. Another 10 employees worked in the Fort Rouge signals construction shop at Winnipeg, wiring 180 control housings for shipment along the line and handling all construction material.

A permanent staff of eight maintainers, two technicians and a computer-electronics specialist is now employed to maintain the advanced electronic system.

Construction statistics show that 10,600,000 feet of wire were strung on the pole line, and 500,000 feet of buried cable laid.

Construction crews installed 51 dual-control power switches. To provide foundations for the 332 signal masts and 180 instrument housings employed on the system, 1,830 pre-cast concrete piers, weighing as much as 365 pounds each, had to be put in place.

Material scheduling required up to one-year lead time for power switch machines, and nine months for electronic components.

Other departments that contributed to the project were headquarters signal engineering and design, maintenance of way with related track work, and equipment, providing electrical service.

Depuis que le dernier tronçon de 32,1 milles entre Mathieu été le triage d'Atikokan a été relié au réseau des subdvisions de Sprague et de Fort Frances entre Winnipeg et Atikokan, la commande centralisée de la circulation de la région des Prairies est la seule du réseau CN á fonctionner à plein rendement avec l'aide d'un ordinateur. Branchée au système de la CCC de la subdivision de Kashabowie entre Atikokan et Thunder Bay qui est en service depuis 1954, la CCC permet de contrôler à distance le système de signalisation de la voie sud entre Winnipeg et Thunder Bay.

La CCC a été conçue pour augmenter la capacité de la voie. Depuis la publication d'une étude en 1972, le volume de marchandises transporté entre Eort Frances et Winnipeg est passé de 22,7 millions de tonnes-milles par mille à 32,4 millions en 1979. Le mouvement des convois dans les subdivisions de Sprague et fort Frances est automatiquement régi par sept ordinateurs que analysent les diverses composantes du système et transmettent les renseignements recueillis au régulateur de circulation des trains dont la console est au bureau de Winnipeg.

C'est le premier bureau de régulation muni d'un écran cathodique qui retransmet tous les renseignements sur le mouvement des trains et les met à jour. L'ordinateur aide le régulateur à préparer et donner les ordres de marche aux équipes de trains. Mais, le régulateur peut intervenir manuellement dans le cas où une autre action s'impose.

Tous les dossiers des activités due réseau sont conservés sur disquettes. Les améliorations apportées au système permettront d'éliminer d'autre paperasse telle la compilation manuelle des feuilles d'horaire de trains par le régulateur.

L'installation de la CCC au course des quatre dernières années a accru la charge de travail du service de la signalisation. Dix hommes se sont chargés du montage électrique des terminaux et de la manutention des matériaux de construction alors que 48 personnes étaient affectées à l'installation du système. Les effectifs permanents incluent huit préposés à l'entretien, deux techniciens et un spécialiste en informatique et en électronique.

Le personnel affecté à l'installation et au montage du systéme a eu d'énormes difficultés à surmonter. Ainsi, il a fallu commander les appareils de mise en marche du systéme un an à l'avance et les piéces d'électronique neuf mois à l'avance.

Les services de la signalisation du siége social, de l-entretien et du matériel remorqué ont prêté leur concours au chapitre de l'ingénierie et de la conception, du travail sur la voie et de l'électricité lors de l'installation du systéme.

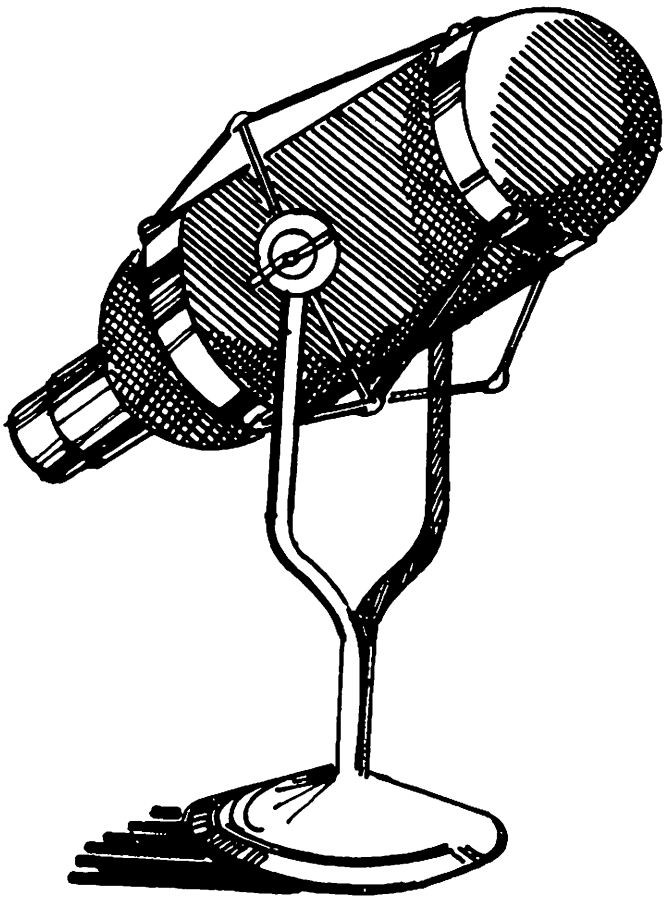
New Shoes cut retarder noise

Editor's Note: Our thanks to Dialogue, published by the Iron Ore Co. of Canada, for this interesting news item.

Something has changed near the terminal administration building at Sept-lles. Noticing the change might have taken some time for the employees working there. It's the silence of it all! That's right. You no longer hear the shrieking noise of the retarders ahead of dumper no. 1.

This noise which could be heard at regular intervals, as cars were brought in, reached up to 122 dBa in hf sound volume. Retarders, which bring the ore cars to a standstill before they are pushed to the dumper, are spring operated braking devices placed there to control the speed of

Another year . . . a better workplace.



The Workplace, *Canada's first national labour program, is back on the airwaves and its better than ever.*
This year the CLC and the CKO All News radio network have teamed up to bring you The Workplace twice weekly in major centers in Canada.
The Workplace, *a public affairs program produced by working people, about working people.*
The Workplace, *is your chance to be heard and understood by Canadians across the land.*
The Workplace, *labour taking to the air.*
Look for it on these stations.

The CKO All News network, Wednesdays at 8:30 pm (local) and Saturdays at 4:46 pm (local).

CKO Toronto, 99.1 FM
CKO Ottawa, 106.9 FM
CKO Vancouver, 96.1 FM
CKO Montreal, 1470 AM
CKO Edmonton, 101.9 FM
CKO London, 97.5 FM
CKO Calgary, 103.1 FM

The Workplace *will also be heard on the following stations. Check the time and days in your area:*

CJCB Sydney
CKBC Bathurst
CHFX Halifax
CFMQ Regina

Other stations will be listed as they become available.

moving railroad cars.

Recent audio-metric tests now show that the sound volume is around 0 and 79 decibels, which is very little.

IOC bought and installed new retarders made of nodular cast iron, an alloy of carbon in graphite particle form.

Besides eliminating the noise, this modification makes it possible, due to the graphite, to reduce excessive wear at the car wheels, and in near future, the company will have all the parts needed for the upkeep of the new retarder shoes.

Silence!

Il y a quelque chose de changé tout près de l'édifice du terminus à Sept-Iles. Si plusieurs employés qui travaillent dans ces bureaux ont mis un certain temps à identifier le changement c'est qu'il s'agit simplement du silence. En effet, on n'entend plus au terminus le bruit strident des retardateurs qui freinent les wagons avant leur arrivée au déverseur numéro un.

Ce bruit, qui se faisait régulièrement entendre chaque fois qu'un wagon était poussé à la rampe d'arrivée du déverseur, atteignait jusqu'à 122 dBa en haute fréquence. Les retardateurs qui immobilisent les wagons de minerai avant que ceux-ci soient acheminés vers le déverseur, sont formés de pièces de métal qui exercent une pression sur des roues qui sont également métalliques.

Les plus récentes analyses audio-métriques nous font voir en effet que le bruit émis par les retardateurs se situe maintenant entre zéro et 79 décibel ce qui est bien peu.

L'IOC s'est procuré et a installé de nouveaux retardateurs fabriqués de "fonte nodulaire", un alliage de carbone sous forme de particules de graphite.

En plus d'éliminer le bruit, cette modification permet également, grâce à la présence de graphite, d'éviter l'usure excessive des roues. Prochainement, la Compagnie aura, en mains, toutes les pièces nécessaires à l'entretien des nouveaux sabots.

CN teaches pole line safety

Our thanks to Canadian National's Keeping Track for this interesting story on pole line safety practices and training.

The St. Lawrence Region's signals department has set up a safety course for signals mechanics. The three-day course is given to small groups of seven employees and an area complete with seven poles has been set up for practice sessions.

During the theory part of the course, instructor Yvan Lemieux, general foreman, signals construction, reviews the proper way of climbing poles, the specialized equipment necessary — safety belt, pole belt, gaffs — and how to check its condition. Correct procedures, including dos and don'ts when working on a pole or near high voltage lines, are covered and pole-top rescue procedure is also explained.

Then the signals mechanics practise actual pole climbing. After going up and down several times, they do an exercise which consists of throwing a ball from pole to pole. This exercise develops the mechanic's balance and allows him to get used to his new work environment. The pole-top rescue follows, first with Edgar, the dummy, then with fellow workers. At the end of the three-day session, the employees must pass an exam.

Fourteen employees have followed the course, to date. Lemieux said these mechanics are from the Drummondville subdivision and will be assigned this winter to the replacement of pole crossarms and overhead wires.

"In their case," says Yvan Lemieux, "the training will be immediately practical, but starting in January, all the signal mechanics in the region could be invited to attend a one-month training session."

This three-fold session would include a two-week signals course, a one-week course on safety and work standards in linework and a first aid and cardiac pulmonary resuscitation course for four days. "For the time being," said Lemieux, "we are taking care of the most important part, that is the safety of our men. But it is high time we taught work standards in linework and that is what we intend to do next winter."

Yard maintainers win $ for ideas

Two Calder yard signal maintainers at Edmonton, Alberta received $287.50 each for suggesting a modification to the weigh rail at the hump. They are Robert G. Dube and Ryan W. Makowichuk of Edmonton Lodge 202 of the Canadian National.

Editor's Note: Our thanks to CN's Keeping Track and au fil du rail for this interesting news item.

Calder signal maintainers Ryan Makowichuk and Bob Dube were each awarded $287.50 after suggesting a modification to the weigh rail at the Calder classification yard that improves the reliability of its readings and eliminates short coupling and heavy car impacts.

Prior to introduction of the modification, approximately 10 hours per month were required to check and readjust the weigh rail. This time has been reduced to four hours per month, resulting in a saving of $840 in labor and material costs over a six-month period.

Les préposés à l'entretien des signaux, Ryan Makowichuk et Bob Dubé, ont reçu $287.50 chacun pour avoir modifié la voie de pesage. La lecture est plus

exacte et les attelages brefs et le heurt de wagons lourds sont éliminés. Il faut maintenant quatre heures par mois pour inspecter et ajuster la voie de pesage alors qu'il en fallait dix auparavant. On économise donc $840 en main-d'oeuvre et en matériel tous les six mois.

CN has ctc units on rollers

Editor's Note: Our thanks to Canadian National's Keeping Track and au fil du rail for this interesting story from Edmonton.

The combination of increased traffic and a major track maintenance program on CN Rail's Wainwright subdivision created a major problem for local train dispatchers this year.

The 266-mile long subdivision, from Edmonton east to Biggar, Sask., was the target of a plant improvement program this year that included ballast sledding, siding extensions, rail relay, installation of power switches in place of spring switches, and spot ballasting.

As a result, track time for the 20 to 25 trains that operate daily over the subdivision was reduced, and the work programs produced a tremendous increase in voice traffic generated by the engineering personnel involved.

Normally handled by a single train dispatcher, it became apparent to chief train dispatcher Bill Harmon that the Wainwright subdivision would require two dispatchers during peak periods.

"The ability of two dispatchers to work the subdivision was severely hampered by the fact they had to work in close proximity to one another in the same control room under distracting circumstances," Harmon said.

He contacted regional signals engineer Herb Dofka for assistance in designing a system that would eliminate the interference and confusion that resulted when attempting to operate the board with two dispatchers, and yet allow the board to be operated by one dispatcher during off-peak periods.

It seemed like a tall order.

Dofka recognized that "It would not be possible to go to an outside manufacturer for new equipment because of the long delivery time involved, not to mention the cost."

He assigned assistant signal supervisor Roy Rudyk and chief circuit designer Tony Craplewe in the task of trying to solve the problem.

With the help of Barry Richardson, circuit designer, and signal mechanics Brian Hill and Jim Petrie, the group succeeded in a matter of eight weeks in not only proposing a solution but in implementing a new system that provided the ability to switch from a one-person to two-person operation in seconds.

Brothers Hill and Petrie are members of Edmonton Lodge 202.

By splitting the Wainwright subdivision control panels into two sections, mounting the Biggar to Wainwright section on wheels, building a new counter console in the adjoining office, and providing tracks on which to roll the portable control units, it is now possible to convert from a one to a two-person operation. It is done simply by flipping a switch and sliding the portable control units from one office to the other.

Craplewe noted that the modification was carried out using existing material with the principal portion of the cost being labor-related.

"We got exactly what we wanted with a minimum of delay," Harmon said in expressing his appreciation for the job done by the signals people.

L'augmentation du volume du trafic et les importants travaux d'entretien de la voie effectués dans la subdivision de Wainwright n'ont pas facilité la tâche des régulateurs de trains.

La subdivision de 266 milles qui s'étend d'Edmonton est à Biggar (Sask.) a fait l'objet de travaux d'amélioration des installations majeures, tels l'épandage de ballast, l'allongement d'embranchements, la pose de rails, etc. L'horaire des 20 ou 25 convois qui circulent quotidiennement dans la subdivision a naturellement été affecté. Par conséquent, le personnel de l'ingénierie est intervenu pour transmettre les ordres de marche oralement.

Il fallait donc deux régulateurs là où un seul suffit généralement en raison des circonstances. «Leur plus gros problème était de travailler côte à côte dans la salle de contrôle avec beaucoup de distractions autour d'eux,» explique Bill Harmon, régulateur en chef. Herb Dofka, ingénieur régional—signalisation, s'est chargé de concevoir un système permettant d'éliminer l'interférence et la confusion qui régnent lorsque deux régulateurs travaillent à la même console tout en s'assurant qu'un régulateur pourrait travailler seul pendant les heures creuses. Quel tour de force!

Dofka reconnaît «qu'il n'était pas question d'acheter le matériel à l'extérieur en raison des délais de livraison et du coût trop élevé». Roy Rudyk, superviseur adjoint, signalisation, et Tony Craplewe, concepteur de circuits en chef, ont résolu le problème et modifié le système en huit semaines avec l'aide de Barry Richardson, concepteur de circuits, ainsi que de Brian Hill et Jim Petrie, mécaniciens — signalisation.

Le groupe a séparé les panneaux de contrôle de la subdivision en deux, en montant ceux de la région de Biggar à Wainwright sur des roues afin de les faire passer par une fenêtre dans le bureau voisin où se trouvait une seconde console. Ainsi, pour qu'une ou deux personnes travaillent à la console, il suffisait d'installer les panneaux mobiles dans une pièce

ou l'autre et de brancher un circuit.

Craplewe explique que la modification a été effectuée en conservant le système actuel et que les coûts défrayés relèvent surtout du domaine de la main-d'oeuvre. «Nous avons abtenu exactement ce que nous voulions et sans le moindre délai,» conclut Harmon.

Wells on Health

By **Marion Wells,** Research Director, American Physical Fitness Research Institute

Medicines

"Take two teaspoons of medicine after each meal."

"One tablespoon four times a day."

Easy-to-follow instructions, right? Not always, says an Assistant Professor of Pharmacy at the University of Missouri-Kansas City School of Pharmacy.

It seems a spoonful is not always a spoonful and that can lead to mistakes in taking medication, notes Dr. Michael Kimminau.

Part of the problem is measuring medicines with household teaspoons and tablespoons, he explains. Spoons from different sets may be slightly different sizes.

Then there's the question of what you consider a full spoonful to be. Some think it's rounded. Others think it's level.

Errors are made with both teaspoons and tablespoons, but more are made with tablespoons, Kimminau told us. One reason is that people may use dessert spoons for tablespoons, thinking they're the same size. They're not. A tablespoon is bigger.

How serious might such measuring mistakes be? Taking too much of a medicine might lead to toxic effects. Taking too little might lessen effectiveness. Obviously, a careful measure is more crucial with more powerful drugs. But even with over-the-counter preparations, dosing errors can make a difference.

Would the measuring spoons we use for cooking measure medicines more accurately?

Even with these, results were not too good in Kimminau's study. The volume may be fairly accurate, he points out. But how do you tell what's a full spoonful or what isn't? It's still a matter of individual interpretation.

Fortunately, there are several so-called "oral dosing devices." Among those you may find at your pharmacy are cylindrical spoons (dose is measured in the calibrated handle), oral dosing cups, and oral dosing syringes. The syringes can come in handy for pediatric doses, since you can squirt the medication into a baby's mouth and avoid the problem of spilling.

Should such a dosing device be part of our home health care supplies? Not a bad idea, Kimminau believes. He urges you to check with your physician and especially your pharmacist as to which type might best meet your personal health care needs. If it's for use with your baby or child, check with your pediatrician.

As a follow-up to his research so far, reported in the November 1979 issue of **American Pharmacy** and in "Health Insurance News," Kimminau is now doing a study comparing the accuracy of oral dosing devices.

Meanwhile, he has one more very important caution. It won't help to buy such a dosing device unless you use it correctly. Ask your pharmacist to show you how.

It's that time of year when it seems like there's always someone we know who's home sick with something . . . or coming down with it.

We'll probably be in better shape to handle the seasonal onslaught if our medicine chest is, too. So it's wise to refresh our memories on some important cautions.

Keith Sehnert, M.D., author of **How To Be Your Own Doctor — Sometimes** (Grosset & Dunlap), has described most medicine cabinets as ". . . a Hungarian goulash of pharmaceutical odds and ends. . ."

Taking last year's pills (or potions) for this year's ills could be taking a chance on trouble. Experts caution that with time, some drugs may gain or lose potency. Either way, using them could be hazardous.

A few drugs, as they age, may even ". . . undergo marked chemical changes that can make them dangerous."

Get rid of remedies that have passed their expiration date. The safest and wisest procedure is to flush them down the toilet so no one, including children, can get at them.

Don't assume expiration dates are foolproof. At times medication might have to be thrown out beforehand. With certain products, deterioration may occur faster once the container has been opened, the contents partly used, and the remainder left more exposed to air and moisture. Ask your pharmacist to advise you. **When in doubt, throw it out.**

Discard crumbling tablets, products which show a change in color, odor or taste, liquids that develop sediment or ointments that ". . . change color or become watery or hard."

Also ask your pharmacist for storage instructions, particularly if a chronic condition requires that specific amounts of certain medications be kept on hand. Note and follow storage directions on nonprescription preparations. Keep all containers properly closed and clearly labelled. Do some remedies require

refrigeration?

In general, you'd be wise not to overbuy.

Request that your pharmacist mark the expiration date clearly on prescription containers. Whether or not they've expired, discard leftovers after your illness is over. Avoid self-prescribing them for a later ailment, even if symptoms are similar.

Another thing to dump is Uncle Hubert's pills that Aunt Abigail took to Cousin Carl for his cough. **Never borrow medication prescribed for another person,** experts warn. To do so is to risk getting an adverse drug reaction or a serious allergic reaction. And you might be delaying needed medical treatment.

Good medicine for your medicine chest is good medicine for you, too!

News from Washington

By Richard J. Calistri

In Washington, D.C., the world's prime city for gossip, rumors, prattle and speculation, all the talk centers on the incoming 97th Congress. How will Congress operate now, with the Senate in the hands of the Republicans and the House retaining a Democratic majority?

It has been a long, long time since the White House — and the nation — has faced this kind of dilemma. Some pessimistic viewers of the political scene already are wringing their hands, feeling that the nation is going to hell in a hand basket because of the Congressional split personality.

However, some strange things are happening in the nation's capital, things which bode well for the future.

For example, there is no conclusive evidence that the nation is ready for a swing to the extreme far right. On the contrary, the blatant acts of extremism by the conservatives in the first few days after the election — such as announcing a 1982 "hit list" to bump off more liberals or the threat to civil rights or the promise to eliminate poverty programs through the elimination of food stamps — these excesses stunned many voters and they let the Congress know about it.

On the other hand, the dire predictions that liberalism in America is dead, dead, dead, turned out to be so much Washington prattle. Liberalism is not dead. The buckshot effect of the election certainly scattered the liberals for a few days, but they are back now, working together more closely than ever.

A pretty good assessment of what is going to happen in the 97th Congress comes from the Kamber Group, a Washington-based research outfit, which had this to say:

"The House will not be noted for its policy initiatives, but it will not be a policy wallflower, either. Midseniority Democratic moderates and liberals will control enough committees and subcommittees and occupy enough slots on conference committees to check any conservative excesses from Reagan, the Republican Senate, or the House Republican right.

"The Democrats, faced with the loss of liberals on key committees, may be more than happy to compromise on issues dealing with the economy.

"This is not to suggest that the Democratic House will necessarily be the bane of President Reagan's existence. In fact, Reagan and Senate Majority Leader Howard Baker are likely to lean heavily on Democratic support and on compromises with Democratic leadership to accomplish their key goals.

"As the section on the budget suggested, Reagan may well have more problems overall with the extreme conservatives of his own party, who make up ⅓ to ½ of the GOP membership in both houses. With many subcommittee forums under their control in the Senate, ultra-conservatives will likely put pressure on the Reagan Administration to alter his priorities (toward the social issues, for example, and away from the economic); hold to his campaign promises (say, to slash dramatically domestic spending and to take an ultra-hard line against the Soviets and the Chinese); and spurn compromise with the Democrats.

"In spite of this pressure to veer right, and the apparent conservative swing of November 4, the 97th Congress will not be a right wing bastion. In the Senate the majority of leadership posts will go to moderate Republicans, some more moderate than even some of their Democratic predecessors. Any changes in the House will also lean towards moderation. All in all the new conservative bark will be worse than its policy bite. For non-conservatives this may not be cause for rejoicing, since many policy battles won in Congress in the past will no doubt be reversed in the next few years. The underpinnings of the liberal policy structure erected over the past 50 years will remain intact when the 98th Congress convenes."

1981
AFL-CIO UNION-INDUSTRIES SHOW May 8-13
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Baltimore, Md.

Medicare charges rise in 1981

In 1981, railroad retirement, as well as social security, beneficiaries covered by Medicare will pay higher deductible and coinsurance charges for hospital and skilled nursing services. A Medicare hospital patient will have to pay the first $204 of his or her hospital bill, $24 more than the 1980 charge of $180. The $204 deductible is roughly equivalent to the cost of one day's stay in a hospital. By law, the hospital insurance deductible is adjusted annually to keep pace with hospital costs.

A Medicare patient's daily bill for hospital care for the 61st through the 90th day will be increased from $45 to $51; the daily costs of post-hospital care in a skilled nursing facility for the 21st through the 100th day will rise from $22.50 to $25.50. If a beneficiary uses "lifetime reserve" days, the extra 60 days a beneficiary can use if more than 90 days of hospital care are needed in a benefit period, the cost will be $102 a day, $12 a day more than the 1980 charge.

RRB to make accuracy study

The Railroad Retirement Board has begun a benefit accuracy study to increase efficiency and improve service to the railroad public. The study will survey the accuracy of current railroad retirement-survivor benefit payments in order to strengthen quality controls.

As part of the Board's survey, annuitants will be interviewed to verify the accuracy of information in the Board's records, and benefits will be recomputed to assure that the correct amount is being paid. While any erroneous payments will be corrected, the primary focus of the study is to identify and correct recurring problems which affect efficiency and service.

About 5,000 of the one million annuitants now on the Board's rolls will be interviewed and the data will be analyzed to identify and correct any payment procedures found to be error-prone. The survey group was selected at random using statistical techniques to assure a representative sample of major beneficiary groups; no individual was selected on the basis of personal characteristics.

Because of the small size of the sample group, about one-half percent of the Board's beneficiaries, the success of the study depends on the cooperation of the randomly-chosen sample group. Full cooperation will help the Board in doing a thorough study, and will eventually improve the Board's service to the one million current annuitants and to the railroad workers and families who will receive benefits in the future.

All personal information gathered by the study is considered confidential and protected from unauthorized disclosure under the Federal Privacy Act.

How to cut costs in car operation

Want to save $25,000 over the next ten years? That's how much a typical American standard-size car will cost to buy, run, repair, and insure in the next decade. The truth is you probably cannot live without your car completely, but a recently updated publication from the U.S.Department of Transportation can help you figure out where your dollar is going and how you can cut corners on car costs.

For your copy of the **Cost of Owning and Operating Automobiles and Vans,** just send a postcard to the Consumer Information Center,, Dept. 681H, Pueblo, CO 81009.

Remember that some costs are incurred whether or not you drive your car even one mile. These ownership costs reflect depreciation, insurance, finance charges, registration and titling fees, as well as scheduled maintenance, accessories, and garaging. Although gasoline prices are fast catching up with depreciation costs, for most cars depreciation is still the greatest single expense in owning and operating an automobile. For example, if you buy a car new for $6,303 and sold or traded it after one year when the car had been driven 14,500 miles, depreciation would be $1,760, or 12.1¢ per mile. By the end of the second year, when the car had been driven 27,500 miles, depreciation would total $2,681, or 9.7¢ per mile. Obviously, as the vehicle gets older the depreciation rate decreases. But don't ignore the fact that maintenance and repairs will rise.

Operating costs cover gasoline, oil, tires, parking, tolls, taxes, and nonscheduled repairs. Gasoline, of course, is a major item. A Department of Transportation study comparing costs for a 1979 model standard-size car and a sub-compact found that the standard car costs as much as $1,500 more over 100,000 miles of travel (when gasoline cost $1.00 per gallon). To compare gasoline mileage across various models, be sure to get a copy of the latest DOE/EPA Gas Mileage Guide at your local automobile dealership.

A lot of car owners speculate about the best time to trade in a car. If you trade every year, you'll spend about $17,600 for

Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$1.50	
Coasters:				
	red and green		.35	
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	Volume 7		2.50	
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General Chairman and Local Chairman's Manual			3.00	
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Minimum order accepted is $5.00

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ADDRESS _____

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CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

PLAYING CARDS with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

depreciation over a 10-year period. The two-year trader pays about $13,400, a savings of over $4,000. Of course, your car's mechanical condition, appearance, and use will determine the best time for you to trade in.

So how can you save? Standard-size American cars last year cost about $10.79 a day to own and operate. Compacts cost about $7.61 and sub-compacts cost about $5.82 a day. Gas and oil accounted for more than 25% of this cost. You can put some of that gasoline dollar back into your pocket by driving more efficiently, planning your trips ahead, and caring for your car. Just by taking some simple steps like inflating tires to the highest recommended pressure, keeping your car tuned-up, and car-pooling to work, you can save up to 16%. And, if you replace your old car with one that gets 10 miles per gallon more, you can save another 18%.

Workers can see safety records

A basic right of American workers — the right to know about hazards on the job — has been expanded under new federal rules.

These rules may be the most important ones issued by the Occupational Safety and Health Administration.

Under the rules, employers are now required to let workers look at and copy any records concerning safety and health hazards. That includes records which show whether individual workers have been exposed to hazards and medical files which show how workers have been affected.

OSHA couldn't have issued these rules without the help of many workers and representatives of unions and local health and safety coalitions. Through many hours of testimony in public hearings, these people showed convincingly that workers have been denied access in the past to basic information about hazardous conditions. Without that information, they explained, workers cannot play their rightful role in identifying and preventing hazards.

Here is a brief summary of the new rules:

- Workers must be given access to exposure monitoring results, medical records, material safety data sheets, and "any other record which reveals the identity of a toxic substance or harmful physical agent." Records related to noise, heat and cold, vibration, repetitive motion, and radiation are included.
- Employers must keep exposure records for 30 years and medical records for 30 years after the employee leaves the firm.
- Any worker who wants to see his or her records must be given access within 15 days.
- Records must either be copies for free or loaned to the worker to make copies outside the workplace.
- Since exposure of many workers to health hazards is often measured by sampling only a few workers' exposure, an employee has the right to look at and copy exposure records of other employees which relate to his or her own exposure.
- Unions must be given access to exposure records and reports or analyses of hazards based on exposure or medical records. They must get written permission from workers in order to look at individual medical records.
- When a worker is first hired, and at least once per year after that, each employee must be told what records the employer has and where they are kept, and must be told of the right to review and copy them.

Employers are required to provide a copy of OSHA's new right-to-know rules to any worker who asks for one.

Copies are also available from OSHA Office of Information, 200 Constitution Avenue N.W., Washington, D.C. 20210. Phone: (202) 523-8151.

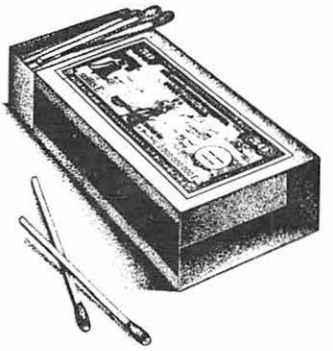
If you have questions about worker rights under the new rules, contact the nearest OSHA office. Look in your phone book under "United States Government, Labor Department, Occupational Safety and Health Administration." You may also obtain the address and phone number by contacting the national OSHA office listed above.

OSHA sets rules for safety pay

Department of Labor's Occupational Safety and Health Administration has proposed amendments to two sections of its regulations to require employers to compensate employees who participate in OSHA inspections.

"Workers are often in the best

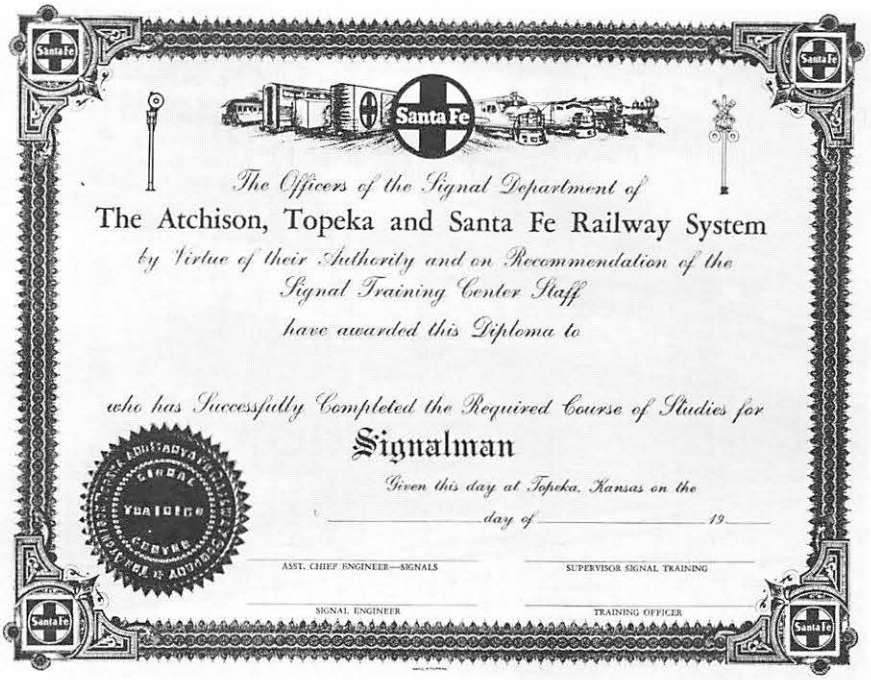
Strike up some savings.



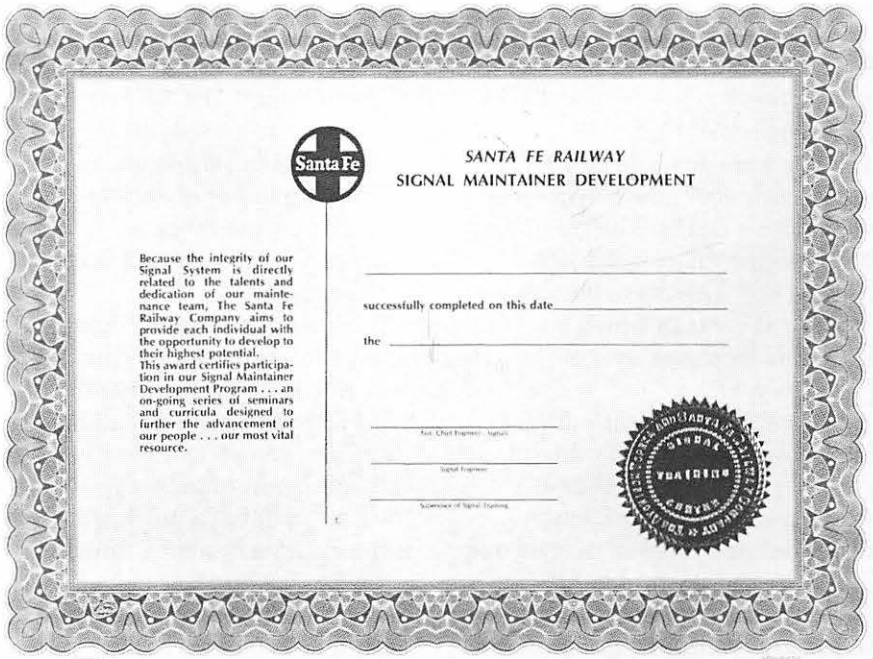
Take stock in America.
Buy U.S. Savings Bonds.

Correction:

Gremlins got into pages 6 and 13 of the November 1980 issue of *The Signalman's Journal.* They mixed up captions and pictures of certificates awarded by Santa Fe to graduates of the signal training program and signal maintainers. Here are the correct certificates and captions.


Santa Fe
The Officers of the Signal Department of
The Atchison, Topeka and Santa Fe Railway System
by Virtue of their Authority and on Recommendation of the
Signal Training Center Staff
have awarded this Diploma to
who has Successfully Completed the Required Course of Studies for
Signalman
Given this day at Topeka, Kansas on the
day of 19
ASST. CHIEF ENGINEER—SIGNALS
SUPERVISOR SIGNAL TRAINING
SIGNAL ENGINEER
TRAINING OFFICER

Graduates of the signal training program on the Santa Fe receive this diploma from the railway company. The diploma is signed by the assistant chief engineer signals, supervisor signal training, signal engineer and training officer.


Santa Fe
SANTA FE RAILWAY
SIGNAL MAINTAINER DEVELOPMENT
Because the integrity of our Signal System is directly related to the talents and dedication of our maintenance team, The Santa Fe Railway Company aims to provide each individual with the opportunity to develop to their highest potential.
This award certifies participation in our Signal Maintainer Development Program . . . an on-going series of seminars and curricula designed to further the advancement of our people . . . our most vital resource.
successfully completed on this date
the

Signal maintainers completing the refresher course are awarded this certificate of completion by the railway. It is signed by the assistant chief engineer signals, signal engineer, and supervisor of signal training.

position to know of hazards in their workplace," noted Eula Bingham, assistant secretary of labor for occupational safety and health, "and we need their input, as well as that of their employer. Without compensation, most employees cannot afford to accompany an OSHA inspector or even take time out to talk with our personnel during the walkaround tour of the workplace."

The proposal would add a new section — 29 CFR 1903.8(e) — to the rules covering inspections under the Occupational Safety and Health Act. The new section would provide for compensation for one employee representatives for each team of OSHA inspectors during the walkaround and at the opening and closing conferences which are part of the inspection.

The same benefits are to be provided to employees who talk with inspectors during the inspection. Walkaround benefits include earnings, seniority and other employment rights and benefits and are to be provided for walkaround time spent during regular working hours and normal overtime hours.

If an employee chooses to stay after hours to complete the inspection, the employer would not be required to compensate the worker for that time.

The proposal would also add a new section — 29 CFR 1977.21 — to the rules covering Section 11(c) of the Occupational Safety and Health Act. Section 11(c) prohibits discrimination against employees who exercise their rights, including participating in inspections and complaining to OSHA about occupational safety and health conditions.

There's good news and bad news on the rail-highway grade crossing safety front. Good news is that accidents, deaths and injuries are down from the previous year. Only 834 people were killed at rail-highway grade crossings in 1979, down 25% from 1976. Injuries were down 14% to 4,172, and the number of accidents was down 5% to 11,552. The trend has been downward over the last decade, but there have been some individual years in which accidents increased over a previous year.

The bad news is that many people are driving into railroad trains in broad daylight or at lighted crossings. Apparently, driving a car is so easy that no one is required to think about it. Thus the motorist has time to think about everything but driving or paying attention to the surroundings.

In 1979, 11% of the accidents involved motorists driving into trains at lighted crossings or during daylight hours. Of the 639 accidents at lighted crossings, 27 people were killed and 262 injured to the extent of requiring medical attention. Of the 597 accidents during the day, 34 people were killed and 233 injured driving into trains.

Even more saddening is that so many motorists drive into sides of trains at crossings equipped with automatic warning devices during daylight hours. The 1979 data, furnished by the Federal Railroad Administration, shows the following number of accidents at equipped crossings: gates — 70; flashers — 485; bells, wig wags or other signals — 72.

With all this litany of death and destruction, can anything be done about it. Yes! Something is being done at a national and local level. It is known as Operation Lifesaver sponsored by the National Safety Council, state and local governments, railroads, rail unions, educators and citizens.

The Brotherhood of Railroad Signalmen, the Brotherhood of Locomotive Engineers, and the United Transportation Union are vitally interested in Operation Lifesaver, and are among the sponsoring organizations. Other sponsors include: American Driver & Traffic Safety Education Association, Association of American Railroads, Federal Highway Administration, Federal Railroad Administration, National Association of Women Highway Safety Leaders, Inc., National Highway Traffic Safety Administration, National School Transportation Association, National Transportation Safety Board, and the US Department of Transportation.

The union's role in Operation Lifesaver was explained at a recent Southeastern regional workshop in Charleston, SC by W. W. Lauer, director of research, BofRS; and J. L. Jones, state director, South Carolina legislative board, UTU.

"For the installation and maintenance of rail-highway grade crossing warning devices, the BofRS role is to provide a skilled and adequately trained work force. The BofRS has training agreements with 35 railroads in the US and Canada. These agreements provide two-year training programs for teaching men the skills and knowledge to become signalmen or signal maintainers. The men are skilled mechanics with the necessary knowledge in electronics to properly maintain the crossing warning signals and gates," Lauer said.

At the local level, the signal

LOOK LISTEN LIVE!

maintainer is often the best railroader to be involved in Operation Lifesaver. He is the one called when an accident occurs at a grade crossing where warning devices are in service. As he is familiar with the devices and railroad operations, he is the one who can relate to motorists, school children and the general public about crossing safety.

"The Brotherhood of Railroad Signalmen," said Lauer, "is constantly spreading the gospel about Operation Lifesaver, through its publication, *The Signalman's Journal*, through membership participation in workshops such as this one in Charleston, and through individual efforts of signalmen across the country. It's a worthwhile cause, and our efforts are making headway because the numbers of deaths, injuries and accidents are coming down. This is the good news about crossing safety, in spite of the rising number of motor vehicle registrations."

Crossing safety improves

Item	1979	1978	1977	1976
Total Accidents	11,552	12,435	12,299	12,114
Killed	834	1,021	944	1,114
Injured	4,172	4,256	4,649	4,831
Motor Vehicle Accidents	11,108	11,999	11,849	11,700
Killed	727	929	846	978
Injured	4,019	4,120	4,455	4,343
Registered Motor Vehicles (Millions)	159.4	153.6	147.7	143.5

Motor vehicle accidents in 1979

Crossings with or without warning devices	Rail-Highway Grade Crossings	Motor Vehicle Accidents	Killed	Injured
Gates	15,005	1,270	88	346
Flashers	34,410	3,570	218	1,352
Highway signals, wig wags, bells	3,116	502	26	167
Special warnings, such as flagging	7,473	353	3	55
Crossbucks	137,141	5,064	383	2,021
Stop signs	3,515	114	4	35
Other signs	1,034	49	2	14
No signals or signs	14,419	186	3	29

Data in Tables is from the Federal Railroad Administration.

Rail-Highway Crossings Equipped with Automatic Warning Devices on U.S. Railroads in 1979

Railroad	Gates	Canti-Levered Flashing Lights	Standard Flashing Lights	Hwy. Sig. Wigwags Bells
Amtrak	67	1	23	0
Atchison, Topeka & Santa Fe	1,282	427	1,123	270
Baltimore & Ohio	246	221	948	44
Bessemer & Lake Erie	22	1	24	0
Boston & Maine	175	12	264	29
Burlington Northern	875	333	1,670	170
Chesapeake & Ohio Railway	308	151	744	16
Chicago & North Western	454	197	1,317	483
Chicago, Milwaukee, St. Paul & Pacific	252	196	1,016	159
Chicago, Rock Island & Pacific	428	136	700	55
Clinchfield	7	1	19	3
Colorado & Southern	12	19	55	11
Consolidated Rail Corporation	1,702	412	4,109	299
The Estates — Crossings on lines not merged into Consolidated Rail Corporation or not yet identified as belonging to Consolidated Rail Corporation.	329	171	1,489	126
Delaware & Hudson	154	5	144	8
Denver & Rio Grande Western	43	23	192	2
Detroit, Toledo & Ironton	16	16	93	0
Duluth, Missabe & Iron Range	6	0	43	0
Elgin, Joliet & Eastern	76	6	67	2
Florida East Coast	414	27	121	0
Fort Worth & Denver	15	55	51	0
Grand Trunk Western	265	65	312	11
Illinois Central Gulf	417	199	1,223	187
Kansas City Southern	26	73	231	11
Long Island Rail Road	272	0	29	0
Louisville & Nashville	375	151	1,333	49
Missouri-Kansas-Texas	60	112	255	54
Missouri Pacific	423	443	1,547	61
Norfolk & Western	582	198	1,496	145
Pittsburgh & Lake Erie	18	0	10	2
St. Louis-San Francisco	138	202	595	45
St. Louis Southwestern	57	50	190	0
Seaboard Coast Line	1,057	489	1,093	22
Soo Line	94	58	498	27
Southern Pacific	2,381	360	1,103	457
Southern	578	265	1,306	31
Union Pacific	404	221	641	89
Union Railroad	3	5	9	0
Western Maryland	25	14	120	11
Western Pacific	175	23	69	15

Source: Federal Railroad Administration

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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Charles Center South, Suite 310
Charles & Lombard Sts.
Tel. (301) 837-0215
(Associated with -
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Conway, Elliot & Small)

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Highsaw, Mahoney & Friedman)

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HYDRAULICALLY OPERATED - available with either a high- pressure, pump-driven, hydraulic system for handling any weight car, or with a low-pressure system for retarder prepositioning or when only light-weight car handling capability is required.

EASY MAINTENANCE - braking surface is a single, continuous shoe rail. Maintenance consists only of adjusting for shoe rail wear, replacing worn shoe rails, and occasionally tightening bolts. All parts are easily accessible for inspection or replacement.

For more information about GRS Type F retarders, as well as the complete line of GRS retarders, write for Catalog 71-1.

GRS

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